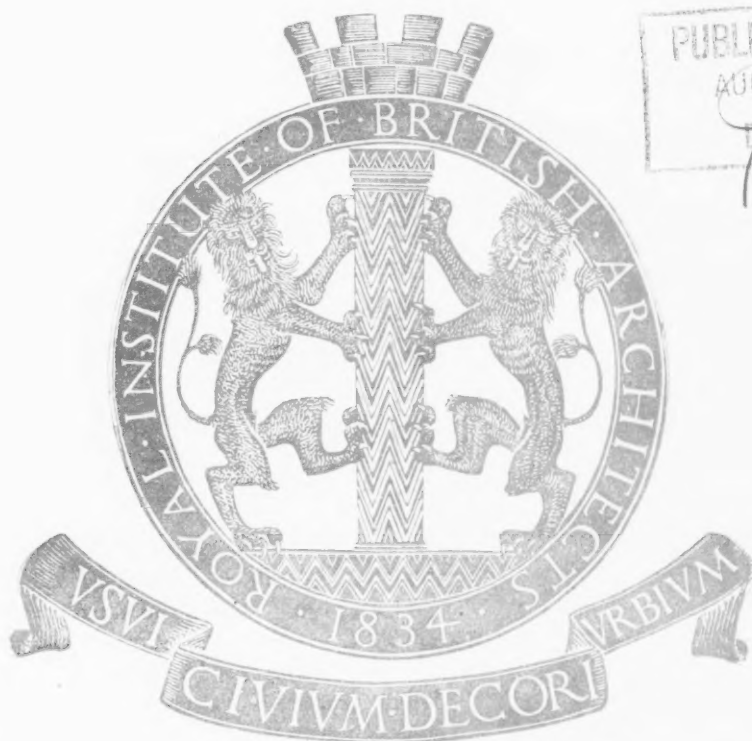


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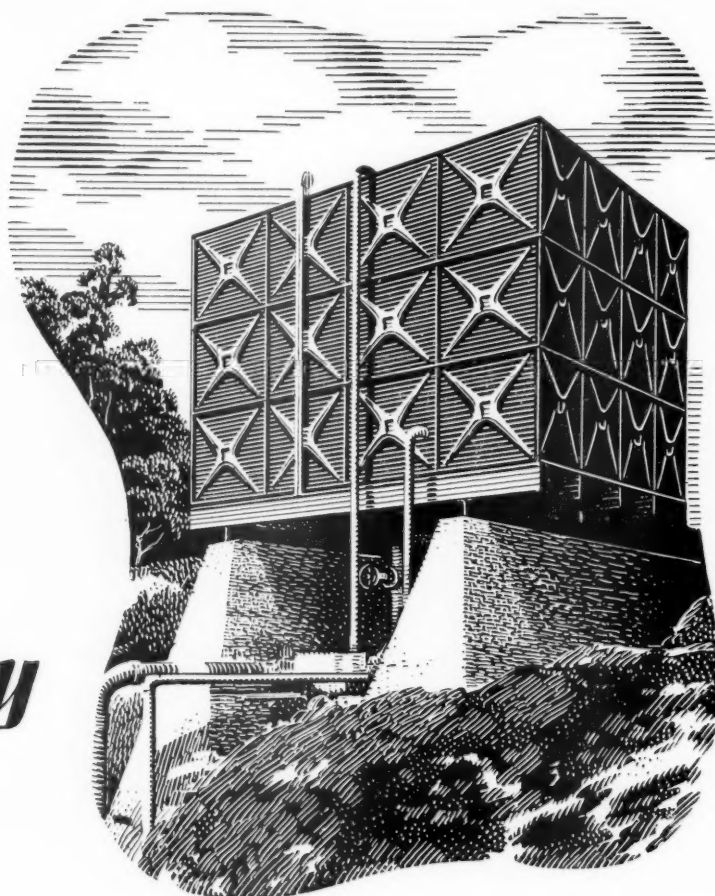
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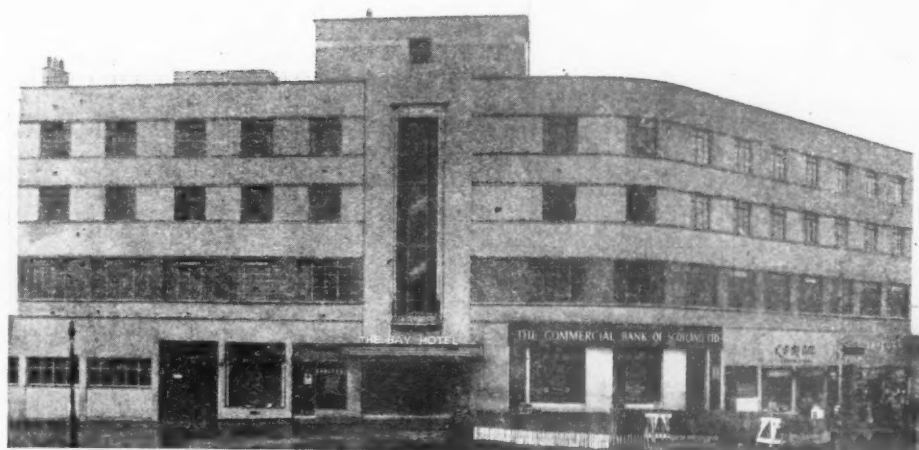
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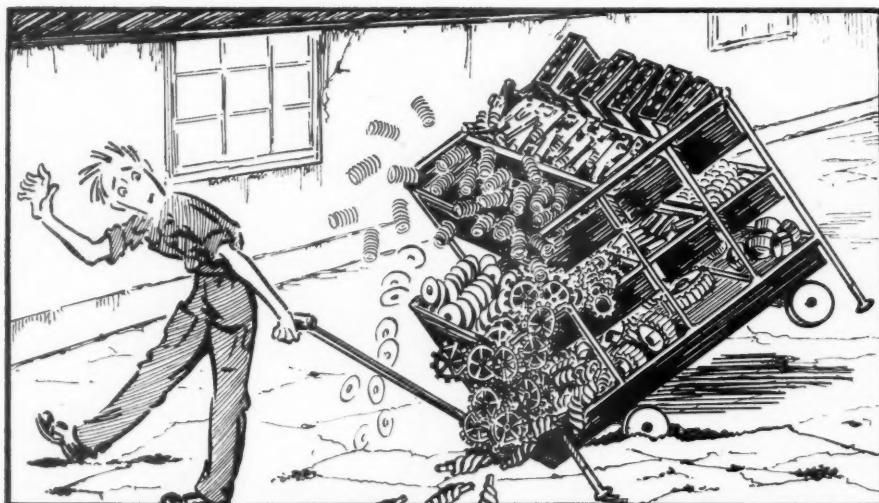
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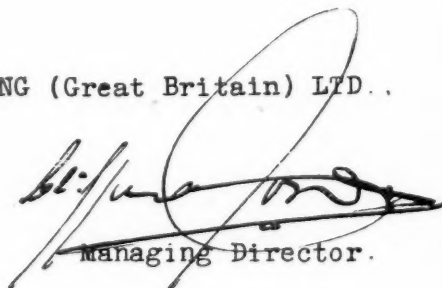
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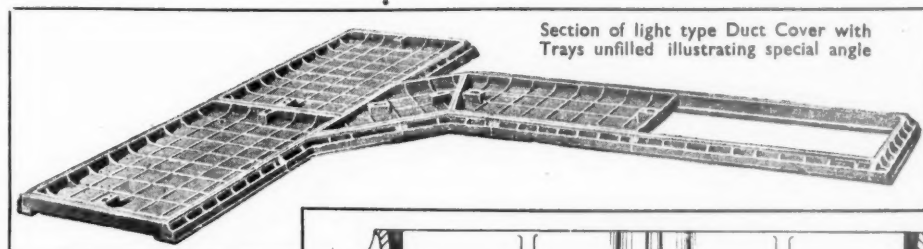
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If members of H.M. Forces will communicate with us we shall be indeed glad to add their names to the list of those architects, engineers and others who have requested that we should supply them with all technical data and information relating to our present constructional and research activities.

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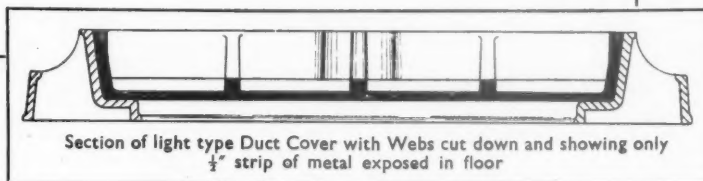

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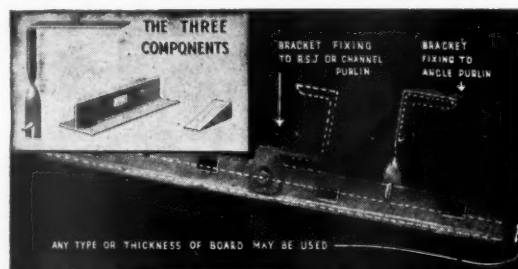
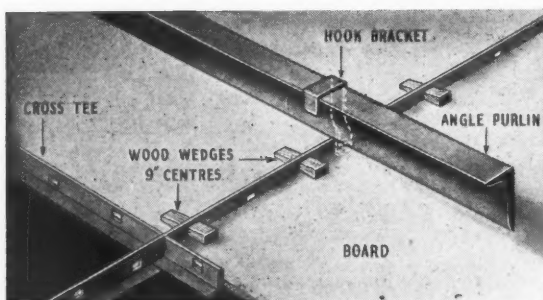


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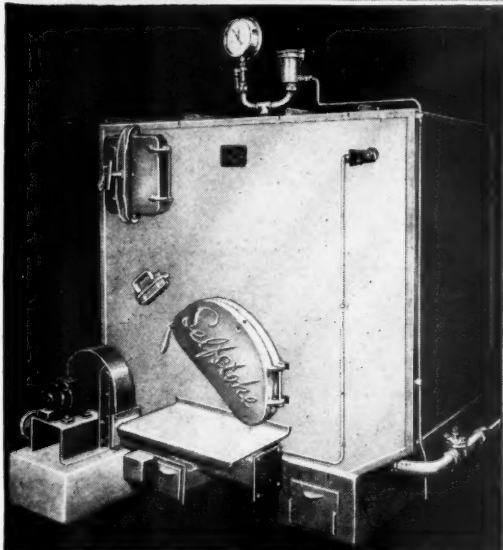
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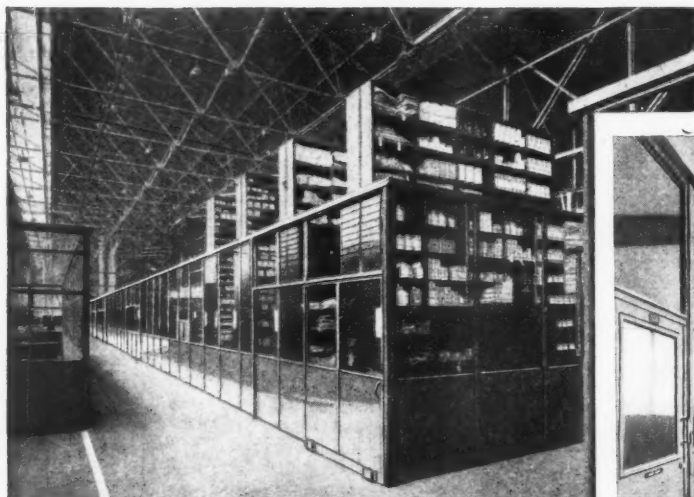
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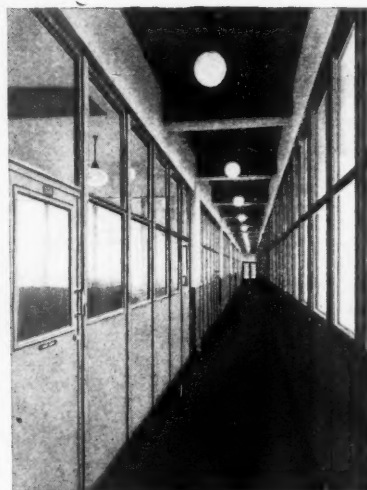
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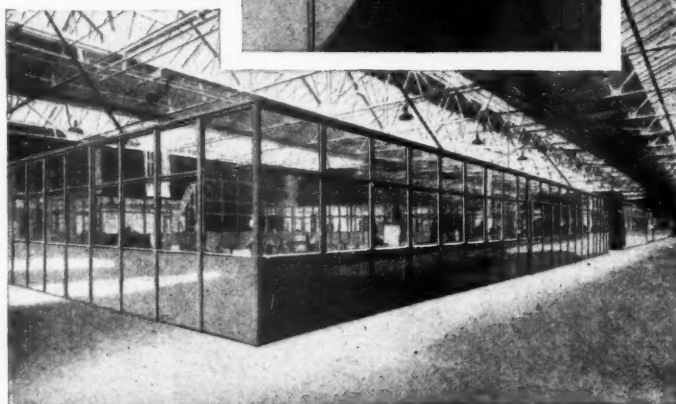
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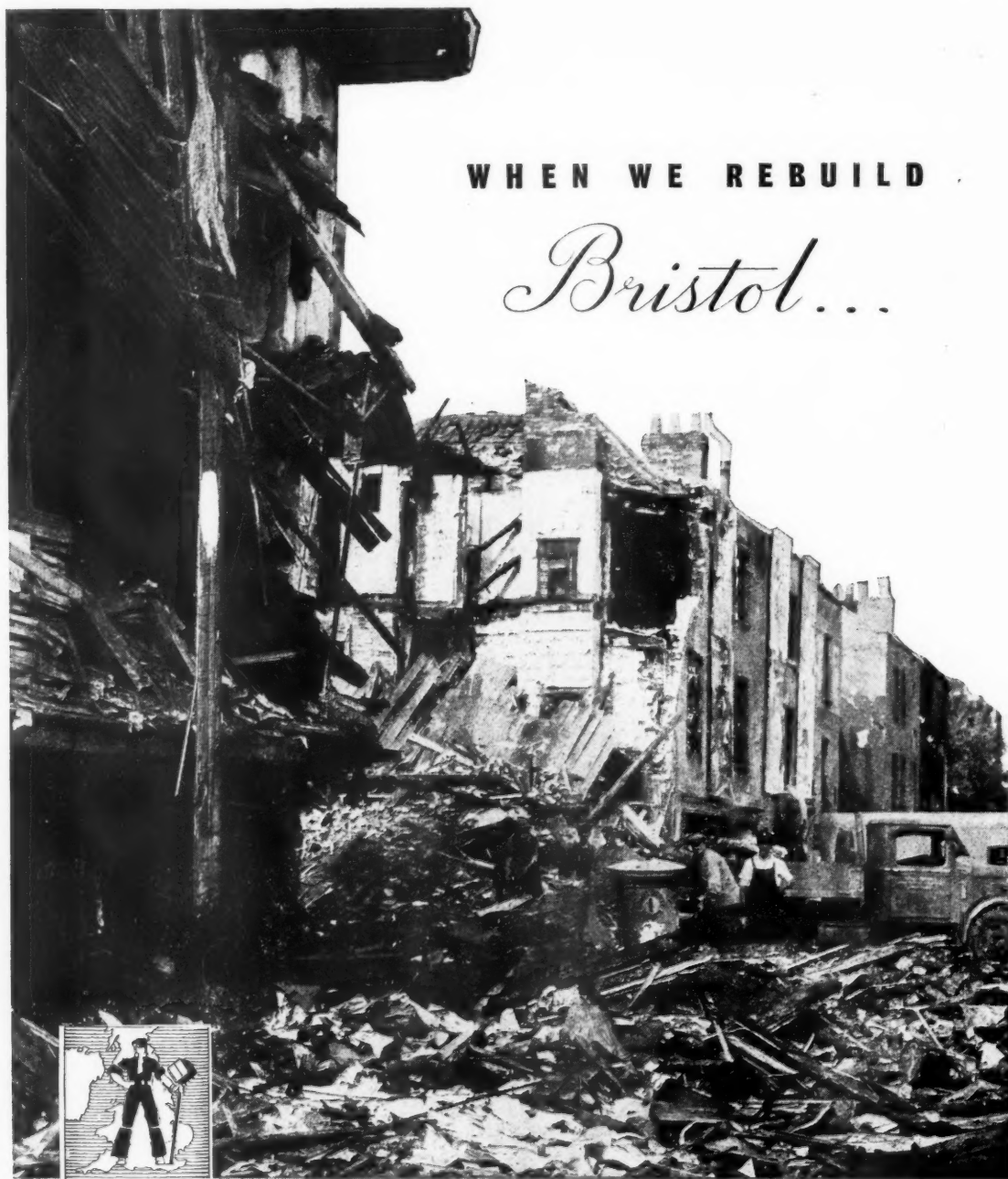
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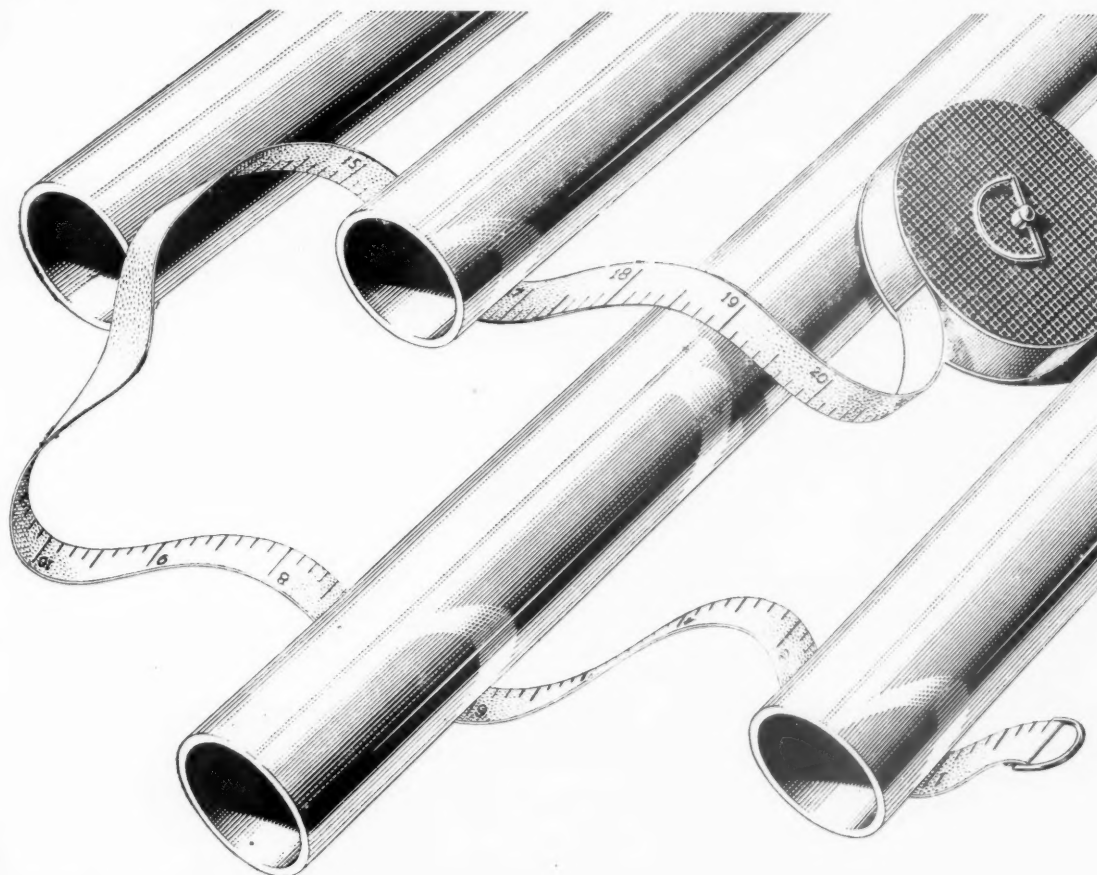
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JOURNAL OF THE ROYAL INSTITUTE OF BRITISH ARCHITECTS

3rd Series]

[Vol. 50

No. 9

JULY, 1943

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Journal

THE PRESIDENCY

At the Council meeting on 6 July Mr. Percy Thomas, O.B.E., Hon. LL.D. (Wales), Past President, was elected President for 1943-'44 in succession to Mr. Ansell. Mr. Thomas was President in 1935-'37.

Mr. W. H. Ansell has resigned after three and a quarter years of service. This is the longest period of office that any President has had since Earl de Grey, the first and last lay President of the R.I.B.A. resigned in the year 1859. The normal period for Presidents of the R.I.B.A. is now two years, but in 1941 and again in 1942 the Council so strongly urged Mr. Ansell to continue in the chair that he reluctantly consented to do so, and even now it is against their unanimous wish that he has felt bound to adhere to his decision.

In spite of two serious illnesses, Mr. Ansell has carried on his work with a whole-hearted devotion and efficiency that have been of inestimable service to the R.I.B.A. and to the whole architectural profession during a period of unprecedented difficulty. He has served on a variety of important Government Councils and Committees, and he has represented the Architectural profession in a manner which has drawn unstinted praise from all who have come in contact with him. A speaker and lecturer of unusual lucidity and eloquence, he is the master of an incisive and persuasive pen, and his published letters and pronouncements, his prefaces and addresses have all been the expression of a vigorous and fearless personality. He will be remembered with admiration and affection as the war-time President who steered the R.I.B.A. safely through a period of storm and stress.

THE COUNTY OF LONDON PLAN

In April 1941, Lord Reeth instructed the London County Council and the City Corporation to prepare "reconstruction" plans and the L.C.C. appointed Professor Abercrombie to join Mr. Forshaw, their architect, in preparation of the County plan.

This is the greatest and most inspiring task that ever has been set to a British planner—and Londoners, expert and lay alike, will judge the plan now laid before them in accordance with that measure.

Publication of the Plan is the completion of the first stage in which the work has of necessity been done out of range of the public's

eye and ear. Now the Plan lies before London, and the next stage will be one in which every planner, architect, educationist, and journalist, who can contribute anything, will be needed to give all he knows to help build up not merely enthusiasm for the Plan, but knowledge and a tough determination among Londoners to assure that the Plan is brought to reality.

There is not space in this issue to do more than summarise the report and illustrate some parts of it, but nothing that can be said in a summary can relieve every London architect and planner from the obligation to read the whole: the R.I.B.A. library will have plenty of copies to lend.

The presence of the official plan in no way makes the L.R.R.C. and the other unofficial plans useless; in fact, comparison of official and unofficial schemes will reveal that there are many points even now in which the contribution of the unofficial planners can have a stimulating effect of incalculable value. Of these none is more important than the existence of the bold L.R.R.C. Railway Schemes, which fill what some will consider a gap in the official scheme. But this is in a way incidental to the welcome the R.I.B.A. must give to this superb achievement.

The following letter from the President was published in *The Times* on 16 July:—

To the Editor of *The Times*.

SIR,—Now the L.C.C. plan is before the public it is interesting to compare it with the London Regional Reconstruction Committee plan which is now on exhibition at the National Gallery and to observe that the same broad principles exist in each scheme. The ring and radial roads, the separating by green belts of the existing small townships to form more human living areas, the connecting up of open spaces and the development of the south side of the Thames are all the outcome of independent thought arriving at a logical conclusion.

My institute welcomes the L.C.C.'s contribution to this great problem and would, through your columns, like to congratulate their architect and consultant on the result. It is hoped that the public, who only by their own efforts will be instrumental in getting better planning accomplished, will visit both exhibitions and make a study of the proposals, with a view to assisting in their accomplishment.

I am, Sir, yours faithfully,

PERCY THOMAS, President, R.I.B.A.

COMMITTEES

The following Committees were appointed at the Council meeting on 6 July:

Central Planning Committee

Appointed to co-ordinate any proposals of the Allied Societies in extending the work of the L.R.R.C. to the Provinces, by drafting a skeleton plan of main communications as a framework for the unification of such proposals.

Henry V. Ashley [F.], Robert Atkinson [F.], Henry Braddock [A.], J. Murray Easton [F.], W. Curtis Green [F.], Stanley Hamp [F.], F. R. Hiorns [F.], Dr. C. Holden [F.], A. W. Kenyon [F.], Dr. H. V. Lanchester [F.], S. R. Pierce [F.], V. O. Rees [F.], J. S. Allen [A.], W. T. Benslyn [F.], G. Noel Hill [F.], T. C. Howitt [F.].

A maximum of £300 has been allotted by the War Executive Committee for the work of the Committee.

Reconstruction Committee

Appointed to consider and report to the Council on all matters relating to post-war reconstruction and planning which may result from the work of the original Reconstruction Committee and to maintain liaison between the R.I.B.A. and the Regional Reconstruction Committees.

The President, The Hon. Secretary, The Hon. Treasurer, W. H. Ansell [F.], C. H. Aslin [F.], H. Chalton Bradshaw [F.], A. C. Bunch [F.], F. Gibberd [F.], Dr. C. Holden [F.], T. C. Howitt [F.], A. W. Kenyon [F.], Dr. J. L. Martin [A.], A. H. Moberly [F.], T. G. Scott [F.], J. Alan Slater [F.], R. Tubbs [A.], Archibald Scott [F.] (Ministry of Health "Observer").

Town and Country Planning Committee

Professor Patrick Abercrombie [F.], Mr. E. G. Allen [F.], Mr. J. S. Allen [F.], Mr. G. B. Bridgman [F.], Mr. A. C. Bunch [F.], Mr. W. R. Davidge [F.], Mr. J. L. Denman [F.], Mr. Stanley Hamp [F.], Mr. J. H. Forshaw [F.], Mr. A. W. Kenyon [F.], Dr. H. V. Lanchester [F.], Mr. C. B. Parkes [L.].

FEES FOR THE 3,000 AGRICULTURAL WORKERS' COTTAGES

It has been decided, in cases where sufficient progress has not been made by the local authorities, or where the tenders are too high, that complete drawings (plans, sections, elevations) and specifications shall be supplied to them by the Ministry of Works. The question has, therefore, arisen as to the fee to be paid to the architect engaged by the local authority where the architect is supplied with complete drawings and specification. The Minister of Works has discussed the matter with representatives of the Royal Institute, and the following special scale has been agreed.

In considering these arrangements regarding the fees for the 3,000 Agricultural Workers' Cottages, the Council of the Royal Institute express the view that the method adopted in this case of issuing plans to local authorities is not in the interests of the country or the profession. In agreeing to it, to meet an emergency, the Council are in no way agreeing to this method of procedure for the future.

In cases where one-eighth in. scale detail and full-size drawings and specification are provided by the Ministry, the architect's services to be limited to the following:

1. Taking instructions from the authority.
2. Survey of site, exploration of services, existing or potential.
3. Layout of site—foundations to be designed to suit levels.
4. Adjustment of drawings (provided by the Ministry) to suit levels.
5. Drainage plan to connection with sewer, or alternatively, up to and including disposal tank (septic).
6. Obtaining and advising on tenders.
7. Selecting local and other materials, brick, tiles, slates, etc.
8. Supervision of the work during erection.
9. Issue of certificates from time to time after valuation of work done.
10. Settling final accounts and certifying.
11. Inspection and supervision of work done under any period of retention and maintenance clause.

The fees proposed for the above services are:

For blocks of 4 houses, £14 per house, but if there are more than 4 houses in one place, £10 per house for those in excess of 4.

In cases where much groundwork, terracing, or retaining walls are necessary, an extra fee will be payable based on the work involved.

This scale is exclusive of reasonable travelling and out-of-pocket expenses and printer's charges for additional copies of drawings and documents which the architect may be called upon to supply.

R.I.B.A. LIBRARY CLOSING

The Library will be closed for all but essential war enquiries during the week, Monday, 9 August, to Saturday, 14 August. This is to enable certain reorganisation work and arrears of work to be completed. Books due for return during the week when the library is closed will automatically be extended for return on Monday, 16 August.

ANGLO-SOVIET ARCHITECTURAL CO-OPERATION

The President (Mr. Ansell) has sent the following letter to the architectural papers:

29 June, 1943.

DEAR SIR,

The R.I.B.A. recently received a cable of greetings from Professor Arkin, one of its Honorary Corresponding Members in Moscow, in which he suggested a "regular exchange of opinions and knowledge gained by experience" between British and Soviet architects. The R.I.B.A. has already sent full sets of the Reconstruction Committee's Reports and other Institute publications, but we are eager that British architects individually and the authors and publishers of architectural books and architectural research and study institutions should do all they can to help us to fulfil our part in this exchange. We have ample evidence from Professor Arkin's cable, from news of the reception of the recent British Architecture Exhibition in Moscow and from other sources of the present Russian interest in British architectural achievement. Particularly it seems they are eager to learn about British housing, past and present, and of our plans for post-war housing and town and country planning.

The R.I.B.A. hopes that in the future we may be able to receive a regular supply of Soviet architectural publications so that we may not be lacking in information on their building and planning activity.

By means of such an exchange—which as many members know we have effectively established, to our great benefit, with our American colleagues—not only may we help to cement formal relations between the British and Soviet professions as represented by the R.I.B.A., the Soviet Academy of Architecture and the Union of Soviet Architects, but we may be able to achieve a fruitful and intimate contact between architects in our two countries which will contribute directly to the better fulfilment of our tasks now and in the future.

Material for transmission should be sent in the first place to the R.I.B.A., who will arrange for it to be forwarded to Moscow with the co-operation of the Soviet Embassy Department of Cultural Relations.

Yours truly,

W. H. ANSELL,
President.

BIRTHDAY HONOURS LIST

The name of Mr. R. C. Foster [F.] should have been included among the recipients of Birthday Honours published in the June JOURNAL. Mr. Foster received the M.B.E. in connection with the work of the Wanstead and Woodford National Savings Committee.

THE COUNTY OF LONDON PLAN

The County of London Plan, by Professor Abercrombie and Mr. Forshaw, is now before the public.

In the August JOURNAL we hope to have a critical review by Mr. W. R. Davidge and to illustrate the Plan at length; all that is possible in this number is to indicate the scope of the Plan and to describe and illustrate briefly some of the major proposals.

The Plan is published in the same broad quarto volume which Professor Abercrombie has always used for his reports and which has become standard use throughout the country. It is generously, indeed lavishly, printed in large type and with many photographs coloured and black and white plans and drawings.

The Report is a popular presentation of the Plan—every feature of which is clearly and simply laid in front of the public in text and illustrations and diagrams. It is not confused for the layman by a mass of statistical data or reduced in value for the expert by any slurring over the complexities; statistical data is simply tabulated or turned into diagrams.

It is obvious to any professional reader that the London County Council planners have had the great advantage, compared with the limited resources of the R.A. and the L.R.R.C., of having a mass of statistical and research data available from official sources and as the result of the L.C.C.'s own careful research studies. This fact is important to bear in mind when inevitable comparisons are made with previously-produced plans.

THE METHOD OF THE PLAN

Conditioned yet Comprehensive Replanning. "Are we, the authors ask, to endeavour to retain the old structure of London, where discernible, and to make it workable?" They answer yes and add that it is upon this basis, regarded as at once the most promising and most practical, that the present Plan is drawn. Two alternative methods are rejected; the method that starts off with the assumption that "what is not blitzed is blighted" and involves the clearance *in toto* of the whole London site and the method proposed by some "sociologists and technicians who declare that Megalopolis must end in Necropolis . . . and that London does not so much require replanning as disbanding, its population being scattered over the south and south-west of England."

The Abercrombie-Forshaw process "is organic and may be likened to the grafting of a new vigorous growth upon the old stock. To ignore or scrap these old communities [the old organic units] in favour of a new and theoretical sub-division of areas would be both academic and too drastic. . . . The Plan now submitted is designed to include the best of existing London, to enhance its strongly-marked character and to respect its structure and spheres of activities, but at the same time, and drastically if need be, to remedy its defects."

London's Defects. There are four major defects listed and analysed in detail.

Traffic congestion.

Depressed housing (which includes much more than "slums").

Inadequacy and maldistribution of open spaces.

The jumble of houses and industry which showed itself in a general tendency towards "indeterminate zoning."

A fifth defect, the 'continued sprawl,' partly concerns the L.C.C. area, but more directly concerns the outer London region on which Professor Abercrombie is to report later. To these defects are added two others—lack of coherent architectural development and the defects of London railway development.

Before starting their statement of remedies the Report points out how easy it is to suggest remedies without due regard to the vast scale of the London background and the complexity of the pattern of contending interests. It is pointed out that the Plan is the result of a wide Civic Survey covering much hitherto uncharted ground.

London a Community, a Metropolis and a Machine. Under the heading LONDON A COMMUNITY analysis is made of where people work and dwell, the reasons for work places and homes being where they are and the communications between them. The dilemma—flats or houses—as presented by the extreme protagonists is discussed. These extreme points of view avoid "two inescapable facts"—that to obtain attractive living conditions a much lower density in the industrial boroughs of London must be secured, i.e., a large population and section of industry must be decentralised, and second, that the exodus of people and industry was already taking place before the war. The Plan proposes to anticipate this loss up to a certain point and thereafter to prevent its continuance by making London an attractive place for future populations.

It is the Plan's solution to this vast problem of London as a community of peoples working, living and playing together which must engage the greater part of the attention directed by the people of London at the proposals. This is their London as they may see it, live in it and make it. Vistas to St. Paul's give way in their claim on attention to the renewal of life organically in the places where people live and work.

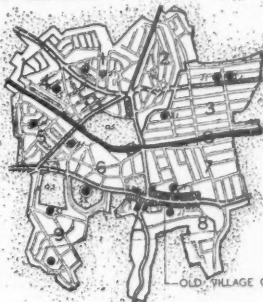
LONDON THE METROPOLIS deals with "the less human and more monumental and imperial aspect." The approach is first by way of road planning to free the central "metropolis" area from the greatest intruder, traffic. The whole central area is a PRECINCT which needs protection from traffic. The ring road conception already suggested by the Bressey and later plans is adopted and a new variant produced. "The conception . . . is essential to an understanding of the precinctal policy for central London." Precinct within precinct: within the greater precinct of central London are even more carefully protected precincts for Government, university and museums.

The central area is divided into its two main parts, City and

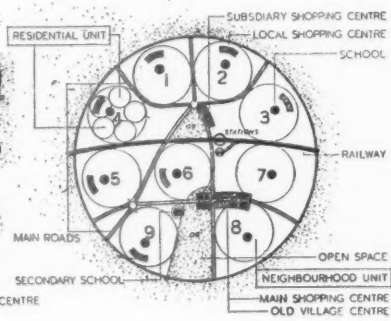
THE COMMUNITY OF ELTHAM

FOUR DISTINCT NEIGHBOURHOOD UNITS ARE RECOGNISABLE FROM THE MIXING CHARACTER OF ROAD PATTERNS. THE BALANCE AND MAIN TRAFFIC ROADS RESPECT THESE DIVISIONS WITH TWO EXCEPTIONS. EACH UNIT HAS AT LEAST ONE SCHOOL AND THERE IS ALSO A SECONDARY SCHOOL NEAR THE CENTRE OF THE COMMUNITY. A RAILWAY STATION AND MAIN & SUBSIDIARY SHOPPING CENTRES ARE ALSO PROVIDED IN THE AREA. THE NEIGHBOURHOOD UNITS HAVE NO LOCAL SHOPPING. OUR PROPOSALS ELSEWHERE PROVIDE FOR SUCH SHOPPING AS INDICATED BY THE DIAGRAMMATIC ANALYSIS. THESE UNITS OF ELTHAM ARE ALSO SMALLER THAN THOSE RECOMMENDED FOR REDEVELOPMENT AREAS WHERE A POPULATION OF 6-10,000 IS CONSIDERED DESIRABLE.

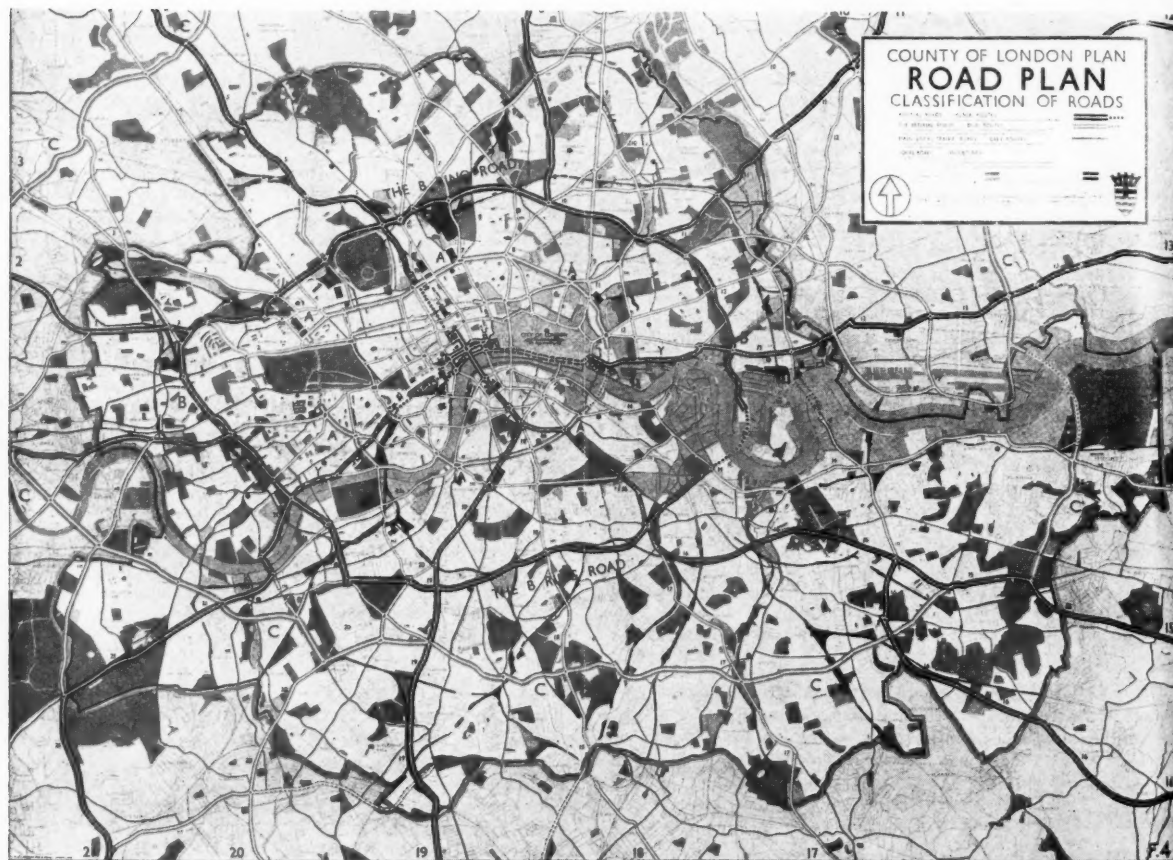
KEY	POPULATIONS
1	4500
2	4500
3	4500
4	4500
5	3000
6	2500
7	3000
8	1500
9	5500



NEIGHBOURHOOD UNITS AS EXISTING



DIAGRAMMATIC ANALYSIS



THE ROADS

The system of arterial roads consists of one main ring road ("B") by-passing the whole central area, and two cross routes, to relieve traffic congestion at the centre; these have two important tunnels, one just west of Gower Street under the University precinct, the other from Hyde Park Corner to the new Charing Cross bridge-head. The main ring-road for fast traffic provides access to the radial roads which link up with the national trunk roads. The sub-arterial system consists of an inner ring ("A") encircling the central area—Euston Road, Marylebone Road on north, across Hyde Park by a tunnel—a Bressey Report suggestion—on the west, from Vauxhall to a tunnel under the Thames east of Tower Bridge on the south and just east of the City area. An outer ("C") ring provides "cross-country" communications between outer suburbs. The "B" ring is conceived as a park-way for practically all its length.

West End. The Plan does not deal with the City of London, the plan for which is to be prepared by the City Corporation. The West End it describes as being actually in as advanced a state of obsolescence as the East. The plan suggests that this opens an opportunity for a different need to be satisfied than in the past by the use of the best West End areas for housing office, store and theatre workers; considerable attention is also given to the South Bank and behind it as far as Elephant and Castle.

Architectural panels are proposed to produce constructive designs for localities such as the South Bank and the principal focal points, park frontages, etc.

LONDON THE MACHINE is the heading used to cover all the functional aspects of traffic on road, rail and river. The rail system is largely untouched, but a few suggestions are made cautiously and it is stated that they imply no commitment of the companies to agreement either with the analysis or the suggestions. The air traffic problem is shelved, except in so far as better traffic to suburban airports is concerned and the possibility of roof landing grounds over rail terminals, until more is known of post-war air developments.

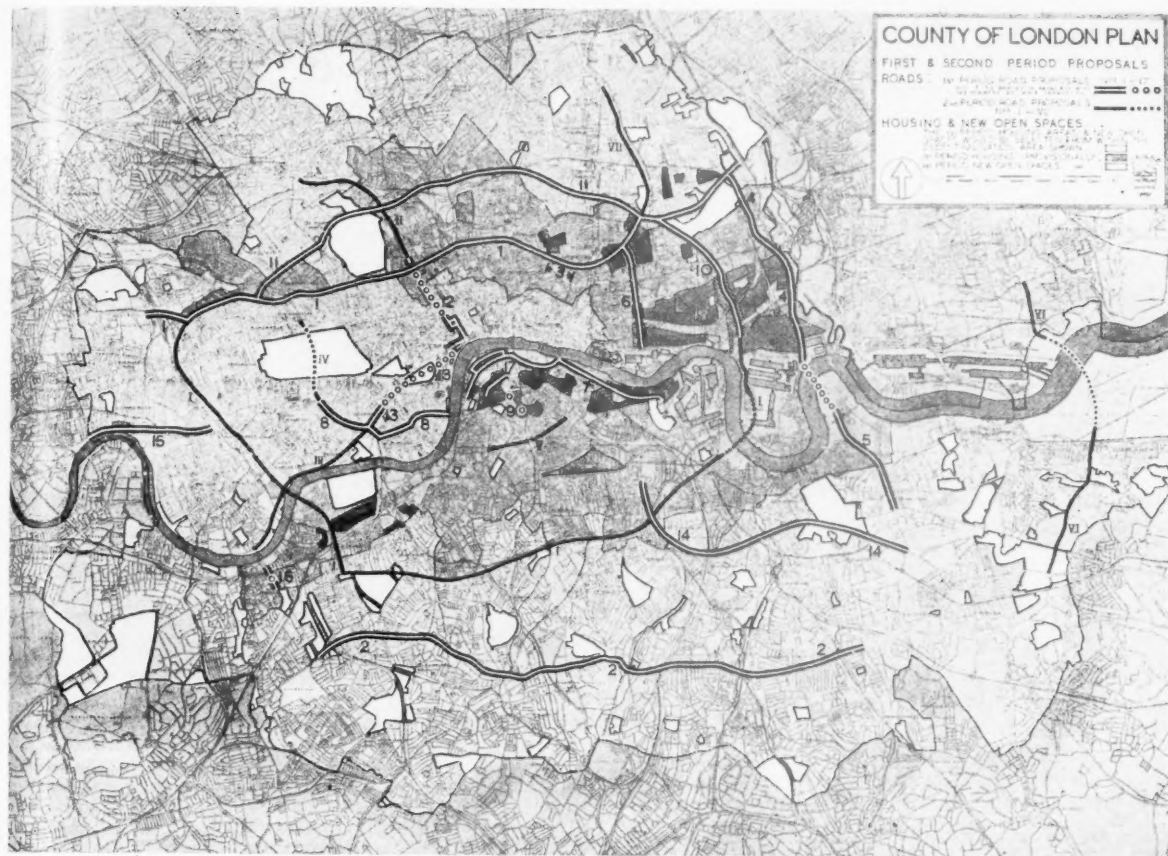
Realisation

The control of the use of land will be by means of a STATUTORY ZONING MAP which indicates the predominant use of buildings and prevents the mix up of houses, shops, factories, etc. The Plan will be based on such a map. The right of an owner to continue the use of a building, the use of which has been declared out of conformity, must be curtailed, as is recommended in the Uthwatt Report.

If however stronger and more positive direction as to where industry should go, as recommended in the Barlow Report, is needed it can be brought about only under some policy of National planning. L.C.C. experience shows that, pushed as far as they will go, the powers of the 1932 Town and Country Planning Act will not allow a policy of really positive constructive planning except by voluntary agreement or by wholesale compensation equivalent to purchase.

Time Factor

The individual sections of the plan are carefully plotted into stages according to urgency of need and possibilities of early action. "There are always short-term and long-term projects



and it calls for the skill of the planner to contrive that the short-term projects are complete in themselves and yet fall into line with the completed scheme.

Cost

The cost, taken item by item might seem staggering, but before the Plan is dismissed as extravagant it is fair, the planners suggest, to point out that a substantial amount of what is in the Plan would be required in any case without planning—dwellings, schools, hospitals, administrative buildings, etc. Also the cost of unplanned efficiencies is so great that the plan would effect vast economies. Mr. Frank Pick stated that the London General Omnibus Company lost a million pounds a year in actual out of pocket expenses through delays and congestion. The expense of an unplanned London is borne by its inhabitants.

The Opportunity

The introduction ends:—

" Criticism may be based upon the uncertainties of the present, as indeed of any, period—the final result of the war; the future of international trade; the absence of security; the possibility of complete political upheaval; the unpredictability of technical progress, especially in the air; the possibility of over-riding central Government control of industry; and the inexorable, but unforeseeable trend of population decline. These and many more arguments can be brought forward to prove that there are so many unknown quantities that any plan prepared to-day is unreal and that *laissez-faire*, or wait and see, and then plan in a hurry, are the safest courses. These criticisms would be valid, if at all, of any plan at any time. In fact, every age seems to itself a transitional period and it usually is. It is hardly necessary to point out that the Plan at this stage is advisory only and that it

FIRST [immediate post-war] and SECOND PERIOD proposals.
Roads, Housing and Open Spaces.

would be unwise to embody it, or even the proposals designed for the first period, in a hard and fast legal document at too early a stage, and that it should be kept flexible. Equally it must be asserted that to leave all planning on one side until peace descends would be disastrous; the double rush of the evacuees and the demobilised forces would overwhelm any effort at orderly arrangement, and London would have lost her opportunity as she did after 1666."

"Let us leave these practical but pessimistic prognostics and concentrate on the opportunity. . . ."

THE PLAN ANALYSIS

Social Groupings

The body of the Plan starts with analysis of the main zones, and divides London into areas under the headings:—

1. CENTRAL AREA—West End; Government centre, business and shopping, amusements and university. CITY—Commerce, finance, shipping; this is the subject of the City Corporation's own plan.
2. THE PORT AND THE THAMES, LEA-SIDE heavy industries.
3. THE CENTRAL RESIDENTIAL AREAS.
4. THE SUBURBS.

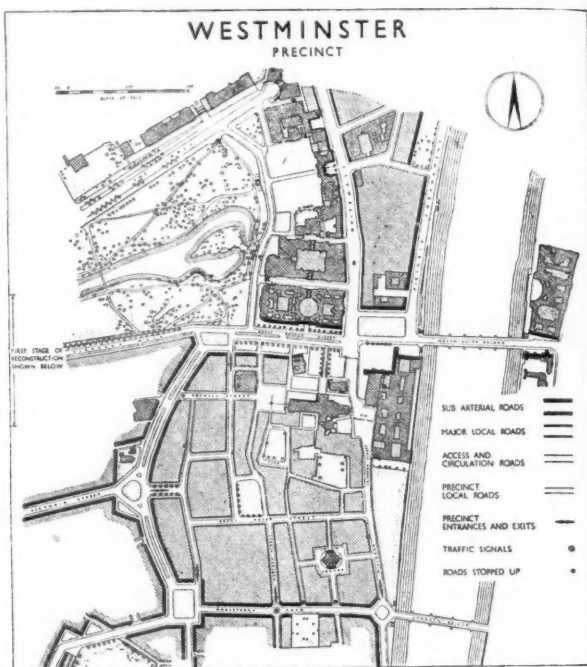
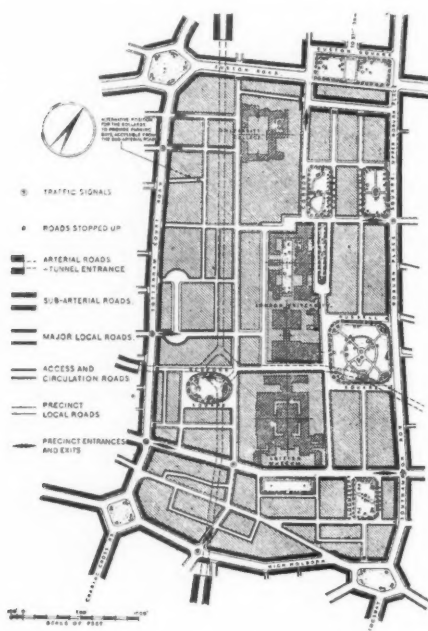
Some Proposals. The following are some of the proposals referred to in this section:—

The development of governmental building must be controlled and co-ordinated and centralised.

The site facing the Houses of Parliament at the Westminster

bridge-head should be an open space for amenity and to relieve traffic congestion.

The uncontrolled spread of the shopping, business and amusement area—one of the worst planned and architecturally designed



The University and Westminster Precincts.

areas of London—must be planned positively and re-directed back to the centre.

There must be a detailed plan to which all development must be required to conform.

The Covent Garden Market will be de-centralised. The Report has a special section on Markets.

The Portland and de Walden Estates should be developed as an area for professional and residential use.

The Bloomsbury University area and the S. Kensington Museum area should be isolated by closing cross-roads—a North-South highway tunnels under the Bloomsbury area west of Gower Street.

Residential Communities. Detailed attention is given to the old village centres and the cause of their decay often through the passage across them of artificial barriers of railways, and canals and the erection of industrial concentrations, early mistakes which must be eliminated.

Three fairly distinct groupings of communities are noted:—WEST CENTRAL, EAST CENTRAL and SUBURBAN. The East Central includes the main areas for reconstruction, the East End, Camden Town and Kentish Town and the South Bank Eastern areas.

Recognition of the Community Structure. The proposal is to emphasise the identity of the existing communities, to increase their segregation and assure to each its own schools, public buildings, shops and open spaces without endangering their sense of interdependence on adjoining communities and London as a whole.

Most communities are found to consist of a series of sub-units, e.g., Eltham, see page 195.

The elementary school is to be the determining factor in the size and organisation of subsidiary or neighbourhood units.

Community areas are planned to be as self-contained as possible in industrial life by the provision of local trading estates.

Railways are to be sunk where they cut through the centres of communities.

Decentralisation. The authority must make up its mind to adopt certain standards as representing general living conditions, not the special needs of an isolated site, but a *standard capable of being applied to normal redevelopment.* This standard is expressed in terms of a standard of Density.

Having settled the standard of density it can be applied to each community as it exists to find how many people must be decentralised; a simple but laborious process.

Industrial decentralisation though intimately associated with residential decentralisation may be influenced by national or international considerations over-riding ideas of local authorities or individual industrialists. Reference is made to the recommendations of the Barlow and Uthwatt Reports.

Decentralisation is analysed in detail in Appendix I to show what amount is necessary from each borough.

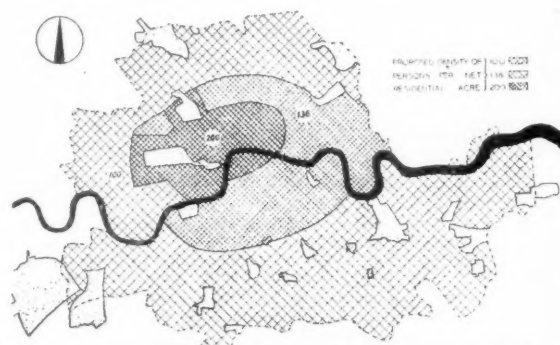


DIAGRAM OF PROPOSED POPULATION DENSITIES

Density is calculated on a basis of PERSONS and not houses or sq. feet of housing accommodation per acre.

Three standards of 100, 136 and 200 persons per net residential acre are proposed. If open spaces and community buildings are included the densities would be 60, 75 and 97. [See below under HOUSING.]

On this basis about half a million people will have to be found accommodation outside the county. If none of the war-evacuated population returned to the boroughs which in 1938 had an excessive density, these areas would in fact approximate to the 136/acre standard.

Industrial Decentralisation varies between redistribution in the Greater London area and removal outside and even as far as the North of England. The development of towns on the fifty-mile line is contemplated.

The half million population decentralisation with associated industrial decentralisation is divided into short and long term schemes, the latter approximating to the development of true satellites.

Parks and Open Spaces are proposed at 4 acres per 1,000 population. This includes all types of green space excepting that around and between buildings. This comparatively low allotment is based on the understanding that an extra 3 acres per 1,000 will be provided outside the county area, largely in the Green Belt and in the wedges.

The various types of open space are analysed and their respective shares in the 4 acres defined.

A plan is included indicating how the parks within the county might link up with the green wedges outside which in their turn will link up with the Green Belt.

The intermediate wedges must be prescribed from complete development even if such development is on approved planning lines with appropriate allotments of open space: it would be strategically disastrous.

The easiest, quickest and most realistic method of increasing public open space will be by taking private playing fields. The acute housing shortage must have first call on the bombed areas.

The deficiency, on the basis of a 3,326,000 population in 1945 would be 5,428 acres. This can be met by taking 1,271 acres of private open space leaving 4,157 acres to be found in built up areas or on bombed sites.

An important aspect of the Plan is the provision of segregating strips of open space between industry and residential areas.

The possibilities of use of existing open spaces of all kinds are analysed. Special attention is paid to the Crystal Palace and to the desirability of providing central Parks of Rest and Culture on the Moscow model—developments of the combination of instruction and recreation such as exists now at Kew, Ken Wood, etc.

COMMUNICATIONS

This is by general consent one of the most urgent and complex problems. Many but not all the Brssey-Lutyens proposals are incorporated.

The objectives are: The improvement of traffic circulation. Segregation of fast long-distance traffic from local traffic. Reduction of accidents. Maintenance of existing communities free of through traffic.

The Main Provisions of the Plan are:—

- (i) The imposition on the present net work of a properly co-ordinated system of roads in the form of a ring road for fast traffic and radial egress from the congested centre.
- (ii) Canalisation of traffic into carefully selected routes.
- (iii) Radical reorganisation of road intersections.
- (iv) Service roads to all arterial and sub-arterial roads.
- (v) Wider footpaths and subways and bridges in the central area.
- (vi) The "precinct" system of planning to isolate special activities.
- (vii) Car parks.

Railway planning is very cautiously proposed to achieve greater speed, facility of movement and avoidance of congestion; reduction of overlapping and removal of obsolete systems; freeing of land and frontages for modern needs.

It is assumed that Victoria, Paddington, Marylebone, Euston, King's Cross, Liverpool Street, will remain as the northern

TYPICAL DETAILS OF "B" RING ROAD



terminals. Charing Cross, Blackfriars and Cannon Street might be put underground.

All lines leading into London should be electrified.

New terminals should be multi-level with roofs for air landing. Suburban lines should be connected with the tube systems and separated from the main traffic.

HOUSING

A good house, with all the amenities necessary for a full and healthy life, is a primary social need for everyone and must be the constant objective.

Existing housing in London is analysed and it is stated that the broad trend has been downwards through decay and obsolescence, overcrowding on the land and in dwellings, haphazard penetration of industry, etc., etc.

Although small houses with gardens are preferred, to attempt to rehouse everyone in single-family houses is impracticable and only one quarter to one third of the population could be accommodated, therefore a large percentage of flats must be included.

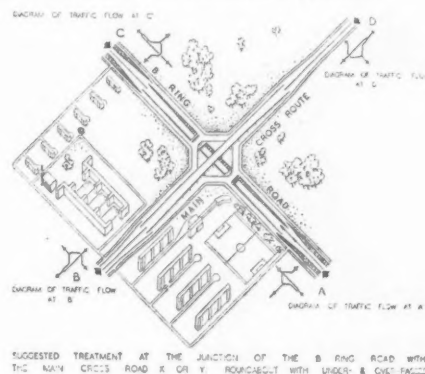
Up to 55 per cent. could be in houses and 45 per cent. in flats on the 100/acre density; the corresponding figures for the 130/acre density would be 33 and 67 per cent. and for 200/acre density all in flats, between 65 and 85 per cent. of these being from 7 to 10 storeys.

These figures are considered in relation to specific areas and the amount of decentralisation worked out on the basis of each figure.

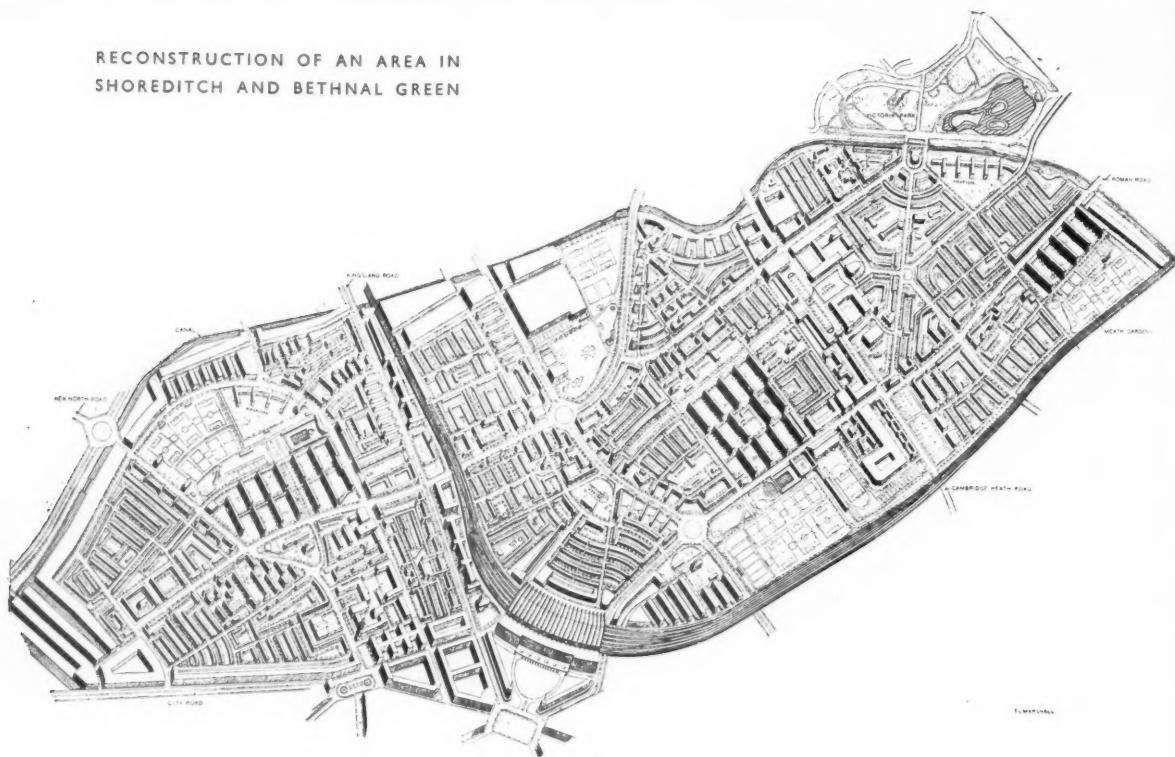
For large and medium-size families houses with gardens should be provided.

Housing in terraces is the most suitable type for central areas, is constructionally economical and pleasing architecturally.

A great variety of layout treatment is possible.



RECONSTRUCTION OF AN AREA IN SHOREDITCH AND BETHNAL GREEN



SHOREDITCH AND BETHNAL GREEN

Suggested redevelopment of an area of 980 acres in East London—the communities of Shoreditch and Bethnal Green. These are built-up of three and five neighbourhood units respectively: each unit has its own local shopping and community centre. The unit populations vary between 6,000 and 10,800 and are housed at a net density of 136 persons to the acre. New open space brings the standard up to 4 acres per 1,000 persons. To achieve this layout decentralisation of part of the 1938 population will be necessary.

The axonometric view shows the character of the development at the 136 density and the proportion of flats and houses.

The Report includes a detailed analysis of the stages in the achievement of the Shoreditch scheme. With the key plan as the basis, work can start immediately after the war on bomb-cleared sites and on land already bought by the local authority. The provision of houses is the first need. The report suggests that four- and ten-storey flats should be built first to meet this in preference to small houses, some of which must, however, be included. The "peppered" small industries can be gathered together and some flatted factories built; the important City Road extension to the Square at bottom left can also be completed as an urgently needed communication. The subsequent stages would be planned in accordance with the developing view of needs and opportunities, always in conformity with THE PLAN.

The proposals "embody the character and vitality of a new East End" which would become as desirable as a place for a Londoner to live in than any other.

Flat development is suggested in 2, 3 and 4 storey liftless types with gardens for both families in the 2 storey types. A certain number of blocks with lifts up to 10 storeys, it is suggested, might prove popular.

New materials and building techniques and equipment must be taken full advantage of, consistent with the needs of the age and economy.

INDUSTRY

The various industries and their trends and occupational statistics are analysed both in the text and in an appendix, particularly in relation to decentralisation. The industrial population characteristics of each borough are analysed.

The attractiveness of Greater London to industrial activity is recognised and the reasons defined. The movement out of the centre is represented by diagrams and statistics.

Between 1932-38, 200 separate factories moved from central boroughs to outer London.

The tendency can still be encouraged and efforts should be made to open up industrial estates in some of the S. London boroughs which possess big labour pools.

Broad decisions on industrial development must be made soon or chaos will result after the war.

Decentralisation, if it is to be of real value should aim at loosening up the congested structure of inner London, making land valuable for other purposes; reducing traffic congestion and waste of time and money in travelling.

Decentralisation for its own sake—unless it will achieve a useful object—should not be encouraged.

RECONSTRUCTION AREAS

Before any reconstruction area—the most decayed areas—can be planned comprehensively detailed surveys must be made of bomb damage, use of property, ownerships, transport, etc., etc. Neighbourhood units must be defined in relation to school provision.

WILLIAM WALCOT

Painter, Etcher, Architect, Town Planner, 1874-1943

The unexpected and sorrowful event of William Walcot's death came as a great blow to his friends. War conditions were painfully trying to a man of his sensitive temperament and, as time wore on, the strain affecting both body and spirit became more noticeable—though few suspected how much this was so. He passed away on 21 May, after a comparatively short illness, not far from where he had latterly lived, at Ditchling, Sussex, nearby to his good friend, Sir Frank Brangwyn, whose work and genius he so greatly admired.

Born at Odessa, in Russia, in the year 1874, William Walcot passed a somewhat chequered childhood in that country and other parts of Europe and South America, where his father's occupation and interests took him. This wide travel, with schooling and art education, partly in France and partly in Russia, explain the cosmopolitan outlook and habit that Walcot showed throughout his life and his easy familiarity with European languages. After the study of architecture at the Imperial Academy of Art, St. Petersburg, he completed the academic side of his training at the Ecole des Beaux Arts and Atelier Redon, Paris. Throughout his life, indeed, he seemed most at home in the associations of France and Paris. When, however, he more or less settled in London, early in the present century, he rapidly developed his distinctive natural genius for pictorial compositions embodying architecture, and displayed increasing skill and dexterity in the free use of line, colour and the etched plate. Never tied by the orthodoxies of technique, he regarded any expedients as suitable that achieved the effects he aimed for. This freedom of media he developed with increasingly successful results when, for some years before and after the last war, he spent long periods in Italy, especially Rome, and other parts of Southern Europe, producing water colours and, subsequently, etched representations of fine architecture. But Walcot was also a scholar, and with his artistry was combined a deep study and knowledge of history, classical mythology and antiquity. This was, indeed, necessary for production of those beautiful and imaginative presentations of ancient times, commonly composed in a setting of great and noble building, that were to become the most distinctive phase of his work. In this sphere Walcot was supreme, as shown in the "Roman Compositions" of his large-size etchings, the illustrations he made for a *de luxe* Paris edition of Flaubert's "Salammbô," and the later Temple Series of fifteen or more water colours in a "tempera" technique and extraordinary magnificence and realism. This latter group of drawings, that, among other things, so well illustrates the application of colour decoration to architecture, should, one ventures to think, have been acquired by one of our National Collections—as was known to be Walcot's wish. They show well his fondness for a loose form of tempera, in which the main lines of his renderings of architecture were applied in thick body-colour, by use of a palette-knife or the point of a pencil, in a manner essentially his own. The broad washes and floating-in process followed. In the suggestion of vast space, bigness of scale, dramatic effect and pageantry he was most successful, combining this with a sense for atmosphere and distance that was quite uncanny. His continuous flow of topographical drawings—the rivers

and harbours of England, London and the Thames, Paris and Venice, and so on, all showed this quality and, wherever possible, the colour-splash of ceremonial in which he delighted. Meanwhile, for a long series of years, his perspective drawings of other men's buildings enlivened the architectural room of the Royal Academy.

It is strange that one so gifted missed the honours that fall to lesser men. For if, as Victor Hugo said, genius is the achievement of the impossible, imaginatively and otherwise, Walcot can certainly be said to have possessed it. While Italy produced many great imaginative draughtsmen besides Piranesi, who specialised in architecture, the Anglo-Saxon race has shown few, if any, instances comparable with Walcot in the inspirational representation of architectural phantasy in a setting of apparent reality. And his executive skill was such that his magnificent conceptions often seemed to be produced by a few strokes of pencil or brush in almost a moment of time.

In the last ten years or so his interest concentrated largely upon town-planning, as applied to London, where he saw enormous potentialities in improvement. Those who had seen the exceptional breadth and magnificence of his scheme for re-planning the central area—with a daring idea for short-circuiting the main bend of the Thames—will agree as to the vision and originality he put into such problems. As with so many things, his imagination may well have overshot practicability, but who shall blame this when dull utilitarianism is all too readily accepted. Was it not W. J. Locke who said that the beautiful things are really the true ones though they seem to be but illusions.

It is Homer and Classical lore, a true and constant source of inspiration and pleasure to Walcot, that we associate him with at the last. So much of life seemed to him frustration and disappointment that it is pleasant to imagine him now contented, maybe in the far-off Elysium he long sought for, but that so constantly eluded him.

F. R. H.

SURPLUS COPIES OF R.I.B.A. JOURNALS WANTED

Last April a request was made in the R.I.B.A. JOURNAL and other architectural papers for certain issues of the R.I.B.A. JOURNAL, the stock of which is too low to enable us to meet probable post-war demands. Many members responded generously and stocks have been substantially increased, but not yet quite up to our desires.

We are forced, therefore, to repeat our request for:—

Complete sets of all war issues from the issue of 18 September 1939. In particular, single copies are wanted of the following individual issues. Stock of the issues marked * is very low and these are the numbers most needed to build basic stocks to a reasonable level.

Vol. 46 (1938-39), No. 19 (18 Sept.).

20 (16 Oct.).

Vol. 47 (1939-40), All issues.

Specially wanted 1939 December.*

Vol. 48 (1940-41), No. 1 (Nov.).

4 (Feb.).*

8 (June).

Vol. 49 (1941-42), No. 8 (June).*

Will members who have these and who are not making use of them in their offices pass them on for the very worthy purpose of helping to recreate efficient library services and intellectual co-operation after the war.

(Continued from page 201)

social character are considered and special attention given to the problems of architectural control. This it is proposed should be graduated according to location and importance.

Panels of architects are proposed to prepare schemes in outline.

LEGAL AND FINANCIAL ASPECTS

No attempt is made to estimate the cost of carrying out the Plan except to suggest that it is commensurate with the cost of the war for a few weeks. "Haphazard development is an extravagance: planning is sound business" are the concluding words of this section.

PERIOD PLANNING

The last section of the Report is a general analysis of the periods of development; what must be done at once, however difficult, what can be done at once and the order of progress over the whole scheme in roads, housing, open spaces, etc., during the immediate post-war period.

"The energies, the sacrifices and bold financial measures that the war has called forth will be more necessary in time of peace. With the united efforts of all, we can build the new England which has been the inspiration, and must be the reward, of the citizen-soldier who 'knows what he fights for and loves what he knows.'"

ADDRESSES BY

The Rt. Hon. W. S. MORRISON, M.C., K.C., M.P.

(Minister of Town and Country Planning)

and

HENRY G. STRAUSS, M.P.

(Parliamentary Secretary to the Ministry)

To the R.I.B.A. Council at their Meeting on 29 June.

MR. W. S. MORRISON spoke as follows: Mr. President and gentlemen, I understand that invitations to Ministers of the Crown to attend meetings of your Council are rare—so rare that, when Lord Portal met you last December, your President greeted him, I have heard, as the first distinguished outsider who had come to such a meeting since the Prince Consort. I appreciate the compliment which you, Mr. President, did me by your invitation. I confess, on the other hand, that I accepted your invitation with some hesitancy—indeed, with some apprehension. I quite realise that I face a task of a certain amount of difficulty in talking about a subject in which many of you have been professionally immersed all your lives, and to which I have but recently applied my mind, but I know that you will make allowance for my novitiate, and I feel certain that between us we can do something to help each other.

I knew that I should have—and I have—no announcement of high policy to make that would justify me in absorbing for any great length of time the attention of so many leading members of your profession, drawn from all parts of the country, but I do welcome the opportunity of meeting you and of having an informal chat about the roles which you and I have got to play in what is, after all, a common endeavour. I think that the best contribution I can make is to look at the subject from my angle, which is necessarily different from yours. "Iron sharpeneth iron, so doth a man sharpen the countenance of his friend." This Biblical proverb with its somewhat menacing suggestion of noses to the grindstone is strictly true. You belong to a profession whose activities remain visible to the eyes of succeeding generations, to your praise or blame, in solid and enduring materials of stone and steel. My vocation and materials are different. I appear in your midst as a specimen of what Adam Smith called "that crafty and insidious animal, vulgarly known as a statesman or politician." Adam Smith was, of course, angry with politicians when he wrote that. People do sometimes get angry with their politicians, as they do with their architects, for good reasons or for bad. He was the high priest of *laissez-faire* and objected to those who thought we might be paying too high a price in the sacrifice of beauty and the other humanities for the victories of the industrial revolution.

As I say, you and I work with different materials, but we both have to calculate with some care the resistance of our material to stresses and strains. The politicians being compounded of the same clay as the architects, are wistfully hopeful that their work should endure beyond their mortal life, and just as fastidious personally that their work should be, in the old phrase, "good work, square work." Now, let us take a look at the job which lies before us. Your activities, of course, are perpetuated in enduring materials of stone and steel, as I have already said, while the activities of politicians are more easily forgotten, and that is a matter of gain as well as loss.

The Act of Parliament that created, not many months ago, the Ministry over which I preside, marked the assumption by the central government of an active role in as complicated a field of the national endeavour as you will find between Whitehall and the British coasts. There were—there are—some comforters who say that if the task was difficult, at any rate the real work could be deferred until the war was won. Meantime, it could be treated on the research basis. Later, when the fighting had ended, and we had all had a holiday, the new Minister could present his thesis. Now, you and I know how false and specious that comfort is. If, when the enemy hoists his white flag, there is nothing but a bunch of academic reports to show our people, this country of ours will be further spoiled. No; if, when that flag goes up, the energies of our people are to be wisely employed and the face of our country is to be saved, the necessary preparations must be pursued now with unremitting practical energy. If we are to be ready when peace comes to present our people with a plan which will enable the necessary redevelopment to take place so as to improve and not further to injure the beauty of our beloved country, we must get to work at once.

You, for your part, have shown your sense of urgency by the work, in particular, of your Reconstruction Committee. As long ago as May, 1941, you set up that Committee. Some of its reports have been to the address of Lambeth Bridge House, rather than St. James's Square. But its report, in particular, on "Reconstruction and the Architectural Profession," and its review of legislation affecting town and country planning, with suggestions for improvement, have been very much to my address. We have already embodied some of these suggested improvements in the Bill now before Parliament, which I hope will soon be part of the law of the land.

I inherited from Ministers who had exercised town planning responsibilities before me, a great deal of literature, on much of which I looked as into a glass darkly. But those two reports were bright points in that darkness. They made a valuable contribution to our subject, and I take this opportunity of thanking your Committee and congratulating them on their work. I congratulate also your Exhibition Committee on the display which it staged at the National Gallery, and which C.E.M.A., I understand, is now putting on the road in two sizes to travel the cities and towns of the country. I congratulate you also—and here the public attendance underlines my congratulation—on your presentation of the exhibition now on show at the National Gallery as a fruit of your London Regional Reconstruction Committee's work.

You have not been idle; but neither has the Government. Do not be misled into supposing that the Government either lacks energy in dealing with the difficult questions now before it, or that it is postponing its decision upon them a moment longer than

their importance and their intrinsic difficulty compel. The fact is that in taking such cardinal decisions as are, for example, required by the Uthwatt Report, we are dealing with very difficult problems of quite exceptional importance—problems that affect not only the national interest, but deep-rooted social traditions, and in the last resort the personal well-being of every man, woman, and child in the country. There are some matters in this business of Government upon which the essential thing is to take a decision quickly, right or wrong. In this matter the earliest possible decisions are needed; but they must be not only early but right. There has been no shelving of the problem, I assure you, in high quarters; but there has been, and is, a sense of the great issues and responsibilities involved. It is that sense alone which has caused the Government to handle these matters with deliberation, and the lack of that sense which has led some of its more thoughtless critics to charge it with needless delay, and to accuse it of unnecessary postponement.

But when these cardinal decisions come, there will remain very difficult problems, ranging from administration to artistic design, to be solved; and these problems will call for the utmost wisdom on the part of us all if they are to be solved satisfactorily.

And so there comes into all our minds the question, if I may borrow the fine old Biblical wording, "But where shall wisdom be found?" Put more narrowly and concretely for the purposes of our present partnership, the question is, "Where shall planners be found, and what shall be the nature of their training?" I am glad to place on record before this audience my sense of the importance of the question. Any Minister called upon to handle this complex problem of the use of the country's land is subjected to a great variety of stresses, greater than, I venture to say, are to be found in any building that any architect ever erected. Most difficult questions—land acquisition and tenure, compensation, local government structure, financial provision, to name only a few of them—jostle about his table and "war within his breast for regiment." But when the lawyers and landlords, the councillors and the treasurers depart, there remains unanswered the question: "Who is to decide what shall blossom in the dust which they leave behind them?" And that question is surely only another form of the question: "Who shall the planners be?"

I am glad, as I have said, to record here my sense of the importance of the answer to be given. It is clearly not an answer which must come by negligence or default. I contribute towards it much less practical experience than any of you in this room. My qualifications for treating of it are those which belong to one who brings, from a certain amount of experience of other fields both inside and outside government, a new eye to bear on a much-debated problem and a more concentrated opportunity, perhaps, than most men can enjoy, of reviewing the various answers which others have suggested. Certainly, I am not going to attempt to give you, this afternoon, any dogmatic answer to this question. But it may be for our mutual benefit if for a few minutes I take the privilege of this meeting to speak with some freedom about it and at least to indicate the spirit in which, I believe, that it should be approached.

Now, Mr. President, your Reconstruction Committee devoted a good deal of attention to this subject in the Report of which I have already spoken. You, with the fruits of their labours before you, treated of it, I notice, in the admirable paper which you read to the Town and Country Planning Association last November. I feel that you were weighing your words carefully in what you said that evening. I notice that you were breaking a lance with Dr. Robson, whose earlier paper on the subject* had seemed to give architects something less than their rightful place, and you tilted gallantly, as all men should, for your own profession. But that did not prevent you, at the end of your address from a generous appeal.

"We are fighting (you said) the enemies, disorder, squalor, ugliness, and I suggest that we, too, in this sphere, should be

willing to compose our differences for the common good. Even when we are so keenly conscious of the defects of every plan not prepared by ourselves, can we not look for the good things in every effort made by anyone who is sincerely working for the common aim? For unless there is a greater measure of agreement among the enlightened, as I think we may call ourselves, the public may say: 'A plague on all your houses'—and be thrown back upon the jerry-builders!"†

Sir, those were wise words.

The first Town Planning Acts dealt mainly with housing, and dealt with housing on the parochial scale. The first great town planners were most of them architects, and that is an honourable pre-eminence which none can take away from your profession. But since that day the word "Country" has ranged itself beside "Town" in the titles of our Acts of Parliament, and in the title of my own Ministry. Agricultural land has come to be regarded as something more significant than ground waiting to be "developed." Regional planning came into the picture with the Act of 1919, and now national planning has also been added to it.

These changes mean that the word "planning" has come to bear a much wider meaning than it could in the pioneer days of 1909. Planning in its three spheres—national, regional, and local—involves much research, much special knowledge of types which the pioneers did not have to take into account. The specialists, whose knowledge must now be enlisted, include experts upon such seemingly remote subjects as population statistics, economic geography, mining, engineering, and social welfare. We have lately seen in Africa the greatest combined operation in war that has yet been carried out in the world. It has brought home to us all the extraordinary complexity of modern war and the dependence of victory upon the well-timed orchestration, not only of different nationalities, not only of sea and air and land-borne forces, but of a range of supplies such as no man ever thought of before as the components of a successful campaign. The range of the resources needed was brought home to me vividly the other day when a man told me how he had watched being unloaded from a ship of our convoy to Africa fifteen dentists' chairs. The exact correlation of fifteen dentists' chairs with the capture of Tunisia seems remote, but it does bring vividly before one the immense complexity of a combined operation, and it seems to me that the future planning of our land will involve operations not less complex than those of the African campaign.

We have to contemplate to-day, not so much a new profession of town planners, as an enlarged orchestra of professions. And among those professions we shall have to include some as seemingly remote from the front line as those dentists' chairs which were landed the other day on an African beach. There is a very real problem to be faced in deciding to whom the bringing together of the professions shall be entrusted, and in what place their union shall be effected. Somewhere we need to establish a School of Planning as distinctive as that School of Navigation which Henry the Navigator, himself the son of an English mother, set up and thereby won for Portugal her mastery of the seas.

But there are two qualifications which we must demand of all students in that school: that they should be picked men, with a mastery of their own subjects, and that they should be men capable of working in team with others. In both these respects your profession of architecture should get away with a flying start. For you have good and tried schools of architecture already in being, and you demand of those who practise your art a sound apprenticeship and tested attainments. I doubt if there is anything you could better do to ensure to your profession a place of power in the new planning world than by maintaining and even improving those schools and your standards. And your second advantage is that you are accustomed always to working in team. For every architect who builds a house builds in a team—if not

* *The Builder*, 19/vi, p. 539.

† *Journal of the R.I.B.A.*, "Architecture and Civil Planning" ref. d. 29. December, 1942.

in two teams. There is the professional team of architect, surveyor and specialists, and there is the building team of the craftsmen. And into each team there is apt to insert himself that often incalculable honorary member, the client. Architects are not likely to despise their fellow workers; and that is a qualification that is going to count for much in this new planning world.

So I cannot think that the new regime to which the planners have to look forward will take away anything from the proud position which architects have held in the practice of town planning. The work has expanded so greatly that the architect's part in the future will, for what both my judgment and my intentions are worth, be enlarged rather than diminished. I believe—and if I interpret rightly your paper of last November, Mr. President, there is here no difference between us—that the planning of our land must be more of a team job than it has hitherto been conceived. But all that complex preparation will be in vain if it does not reach the flowering point—does not take on at the right point the special and mysterious quality of art. And I am sure that for its flowering, though its roots and even its leaves may be found elsewhere, it must chiefly depend upon the architects. I assure you in the plainest words I can command that I cannot see the successful execution of a national planning programme without the fullest participation of your profession in it, and that on a larger scale than in the past.

I do not mean by this that I look forward to a Golden Age of ease for the architects. On the contrary, it seems to me quite certain that after these lean and difficult years, great and possibly competing demands will be made upon your profession. I have no doubt, too, that the job is going to be harder than it has yet been. When the war ends there will be new needs to be met, new experiences to be embodied in civil practice, new materials to be employed. But your profession is not going to be daunted by difficulties of that kind. It does sometimes seem to me that architecture has done its best work when beset and defined by difficulties. I like to notice, every time I pass through Westminster Hall, how those who planned its roof turned the difficulties of that wide span to the advantage of architectural beauty. I recall how much modern beauty and significance the narrow Röck of Manhattan has yielded because of the difficulty involved in the architecture. A Minister cannot do much more for any art than make room for its exercise. I can but say, with a very good heart, that my desire as Minister of Town and Country Planning will be to ensure full room for the effective and country-wide employment of the expert architect.

There is another corner of the planning field in which you can contribute much to our common problem, and that is the enlightenment of the public and the improvement of the public taste. You have made a start there with your exhibitions, your panels of lectures and your approach to the education authorities for the better instruction of teachers. We at the Ministry have not yet had time to do more than begin to lay plans for the public exposition of our problems and our policy. But we are framing plans; and we are framing them with the idea that all those who have the skill and the means to project this subject worthily on the public mind should in some measure work together, or at least should never work in opposition.

Mr. President, this, I believe, is likely to be the last meeting of the Council over which you will preside. I hope that I may be permitted to congratulate you on the public spirit which has led you to act as the leader of your profession through some of the most difficult years of our history and on the notable ability with which you have performed your duties. Your performance has certainly won the admiration of the layman. I believe that your policy has won as unanimous an approbation among your fellows as any single member of a lively-minded society could hope to command. I offer my congratulations on that signal achievement, and I tender to your successor, whoever he may be, my best wishes for as honourable and effective a term of office as that which you are now ending.

MR. H. G. STRAUSS, M.P., Parliamentary Secretary to the Ministry of Town and Country Planning: I am asked to speak completely unexpectedly, and have prepared nothing for this occasion, but I am interested in this subject, partly for selfish reasons. There is no art in the world which gives me so much pleasure as that of architecture. I think that great art, like great music, can provide joys which are not obtainable from any other source whatever. Partly because architecture when it is good can offer such great joys, architecture when it is atrocious can inflict such appalling pain, and I suppose that there is nothing on which we look back with more shame as a nation than what we did with the physical aspects of town and country in the years that separated the great wars.

There is, I think, a mystery about bad architecture that is very puzzling to the human mind. Most things that are bad are achieved with very little trouble. The great mystery of bad architecture is that people should have spent enormous time and trouble in producing these horrible designs. When I lived in a lovely corner of the Temple I looked with profound surprise at certain things attributed to some of the Benchers in the past who had been obviously at enormous trouble to produce ridiculous things in glorious surroundings.

But caring as I do about this subject, I have come to certain conclusions which may be quite wrong, but which I give to you for what they are worth. On one of them my Minister has already spoken to you, namely, on how to influence the public. Do not let us be frightened of saying the same thing again and again until somebody takes notice of it. I suppose, after twenty years on this subject, I have been saying the same thing over and over again. Of course, I bore those who have heard me, and I apologise if I bore anybody now, but nevertheless I think that, like drops of water on a stone, eventually it may have some effect. I just throw out one or two ideas on how to talk to the public on this subject.

My first suggestion is this: Do not let us talk of town and country planning as though it were some new discovery of the extreme Left or the middle Pink or anything else. Let us speak of it as what it is, the resumption of a most glorious English tradition. In what country in the world has town and country planning reached such heights as it reached in England in the eighteenth century? Let us speak of it as an art and a science which we have lost for a short time, but which we can recapture and in which we can lead the world.

I suppose the very first thing we have to do is to revive a belief in the town. I have never disguised my own belief that town and country planning must go together. We cannot save one without saving the other. Unfortunately, in England, while love of the country is widespread, belief in the towns is by no means universal. I think it was Dean Inge who commented on the fact that the idea that a town must be a blot on the landscape was quite modern. What would have been thought of that idea by the inhabitants of ancient Athens? What would have been thought of it by Englishmen who watched Bath being built in the eighteenth century? The town, after all, has given us both the achievement and the name of "urbanity."

The first, and essential thing to do, is to revive belief in the town. Start anywhere in this country and think of beautiful towns. Think of my own constituency of Norwich, of Salisbury, of Ludlow, of Cirencester, of Chipping Camden, think of the High Street of Lewes, or the High Street of Burford. In all these things it is the essential rightness which strikes one so much. I know that I see around me men as capable of designing buildings and cities as worthy of the twentieth century as Bath was of the eighteenth. It would be invidious of me to mention names.

One of the things that is horrifying to me is the number of people who imagine themselves to be great friends of good architecture who talk about the evils of the bad age of architecture—the age between the wars—as though those evils were brought about by uniformity. As though, by some mysterious process, the fact that on Kingston by-pass no house has the least resemblance to its neighbour makes Kingston by-pass less atrocious than in fact it is. As I tried to explain to the House of Commons

many years ago, in no great age of architecture have people been frightened of uniformity. When have men complained of the uniformity of the terraces of Bath or of the Bloomsbury squares? I admit at once that a uniformity of horror would, of course, be horrible, but you do not get a better result by having a variety of horror. One of the most striking things to remember is the difference of aim between the eighteenth-century architects and the speculative builders of to-day. In the eighteenth century our architects and builders aimed at a certain uniformity, with the result that while giving an outward decency they got the most glorious variety. On the other hand, if you aim at variety as our speculative builders do on every by-pass, what you achieve is a perfectly appalling monotony, although not a uniformity. But, of course, this is A B C to those whom I am addressing, but it is again one of those things which cannot be too often said.

May I conclude with a few words about London, because I am a Londoner born, who lived for many years in the Temple, and lives now in Cheyne Walk. With great tact, when you arranged your recent exhibition in the National Gallery one of the first pictures on the left as you entered was a photograph of my house, which was put down as amongst the things worth preserving. My wife noticed also that in front of it was a most disreputable car which I had driven for 13 years. I suppose there are cities which for unspoiled beauty are less challengeable, perhaps Florence, perhaps Dubrovnik, better known by its Italian name, Ragusa. Those places have great perfection and great beauty. But of all the great cities of the world I do not think there is any of such matchless beauty as London. There are many things that contribute to it—the river, the parks, the life, the history, the genius of Christopher Wren and a few others, and, as my Minister reminds me, Portland stone. All these things have given London, even after the enemy has done his worst, a beauty that I find unrivalled anywhere else. I think if one had lost one's memory of history, and was transported blindfold and suddenly put down in front of Chelsea Hospital, you would know you were in England, you would know you were in London, and would know that you were gazing on the work of one of the greatest architects of all time.

Do not let us lose these things, and do not let us be ashamed of the characteristics of London. When we rebuild London let us not be frightened of our own traditions. It is not perhaps uncharacteristic that the best book on London should be the work of a Danish architect, Rasmussen. Let us rebuild in our own idiom. By that I do not mean, of course, that we should be ashamed of being twentieth century or erect sham antiques. But if I may mention one member of your profession, let us enrich London by things as obviously suitable for London and for their purpose as some of Mr. Holden's stations have enriched London.

I have talked rather at random, and at much too great length. I think that your profession has an enormous part to play, but I agree with every word my Minister said, and may I say in all sincerity how lucky I find myself in having my old friend as my Minister. We must not be something apart from the public. The public has got, I think, at bottom, quite sound ideas on many of these subjects. But let us, as I say, not try to put the idea across as something new, but rather as a revival of an English art and science in which we once led the world and in which we can lead the world again. After all, when this war is over, no country will have made such a contribution as ours to civilisation. Let us see to it that even in the externals of life and in our environment our future shall be worthy of our past.

THE PRESIDENT expressed to the Minister and to the Parliamentary Secretary the great appreciation of the Council of their visit and addresses, and assured them that anything that the Institute could do for the furtherance of the art of architecture would be done with all its heart, and that it would enthusiastically support the Ministry in what it undertook for that end.

MR. MORRISON thanked the President, and said that he felt that the afternoon had been most valuable. He realised fully that upon the architect the future shape and beauty of England would depend. He himself could help only in an administrative way, but he wished to assure the Council of the gratitude of himself and his colleague for their kind welcome and his complete confidence that they would all work together in harmony, and that their work would be of some use to those who came after them.

The Activities of the R.I.B.A. during the War and the Place of the Architect in the Post-War World

by MICHAEL WATERHOUSE [F] HON. SEC.

A paper read at the Informal General Meeting held at the R.I.B.A. on Tuesday, 29 June. The President in the Chair.

Fellow Members of the R.I.B.A.,

You have all seen the title of this address, so I will not bore you by repeating it.

This meeting—as you know—is called as an “Informal Meeting.” The reason for this is simple—that, under the Regulations of the Privy Council, an Ordinary General Meeting, as such, cannot be held.

The purpose of this meeting, as I see it, is so that we, the Hon. Officers—the War Executive—the Council—and the General Body of members may have an opportunity of voicing our own, and sensing each other's opinions.

In order that there may be a general ground of discussion I have been asked to introduce the matters that most interest us all. Hence the reason for the very wide title of this paper. But I shall not make it a recitation of all the doings of the R.I.B.A.—these can all be read in the JOURNAL.

I give you instead my own view of the policy of the R.I.B.A. toward our major problems. I shall be as short as possible, because what we really want is to hear *your* views—not *you* mine. I shall outline the picture in bold strokes of brushwork—not the fine line of the etcher. But I wish you to realise that the picture as I paint

it is entirely my own personal view for which I take the responsibility.

For the last three years, during the present Presidency, I have been your Hon. Secretary and, in a little more than twenty-four hours, my term of office ceases. If you dislike either what I say, or the way I say it, your remedy is easy.

Tell your friends on the Council to see to it that I am not re-elected to that, or any other officership, on the new Council.

To begin with: I want to look in the widest way at the present condition of the Profession as a whole; and by “present” I mean from the beginning of the War to now. This is an essential prelude to any reasoned consideration of the future. What word, out of the whole language, would you choose to describe most typically the feeling or condition of the profession in that period. The one I choose is Disgruntlement.

Our profession has suffered harder than any other. Far harder than Medicine—the Law—Accountancy—harder even than Surveyors or Engineers. Very early in this period all civil building was banned. There was no knowing where our daily bread—still less to-morrow's bread—was to come from.

After that first shock there have been alleviations and, as will be seen, the R.I.B.A. has had a great hand in bringing these

about. But these alleviations even have been, almost all of them, at the expense of our normal outlook and normal type of work. For example, absorption into the Forces or into Government offices—work by Nominated Architects on Factories, Hospitals, Aerodromes, Camps, Hostels, and all other Wartime Building. But this work did not cover the whole profession, and for those it did cover it cannot be called Architecture, either as we knew it—or as we know it ought to be. I don't know what it really can be called. I am tempted to define it as a combination of Organisation and Improvisation.

Then, of course, there was War Damage Work—and what definition to give to that defeats me altogether!

Can it be wondered that the giants Dissatisfaction, Resentment, Disgruntlement walk the Land?

When this happens men are apt to lose their philosophy and sense of perspective. They feel it should not be, should not have been allowed. The next step is to feel that someone is to blame; then to find somebody—or some body corporate—on whom to vent their feelings.

It may be the R.I.B.A.—any, or all, Government Departments. All present in authority or just the mysterious intangible and ever-present "They."

We all do it—I've done it myself. Early in the war I started to make a collection of what the French, if they still have a sense of humour, might call "*Bêtises de Guerre*," Follies of War. Such things as the siting of Trenches, Defence Works, even Sewage Disposal Works—by a visiting official in Summer time, without taking advice from local inhabitants, on land that is under water in Winter. Or the hasty erection of light-framed buildings and the subsequent surrounding of them with blast walls instead of building in brick at the outset. Or the apparent Ministerial attitude of mind on the weather-proof qualities of a $\frac{1}{2}$ inch brick wall—This, by the way, appears to me to have historical precedent and parallel, of great antiquity, and Royal parentage: in the mental attitude of King Canute to the Tide.

But I gave it up—not for lack of material—but because I felt it to be definitely harmful to the country.

It was not loyal to the countless individuals who really are doing their best to win the war. It is not fair to talk as if they were all fools, either as individuals or collectively as Departments. Even the mysterious "They" when you analyse them will almost certainly turn out to be a series of Regulations, all very sound in principle, designed solely to prevent irresponsible subordinates from giving decisions which would be contrary to the public good.

I would like, in that spirit, to take some of the major Examples or Grumble Headings, of Dissatisfaction. To examine them—and to see if the remedy does not lie in our own hands as individuals quite as much as in the hands of any Professional Body: because we must remember that any body corporate and democratic is, after all, only a collection of individuals, and that for its corporate life it depends on the healthy functioning of all its individual cells or members.

First let us take a matter we often hear described as the General Decline of the Profession as the controlling force in the Building Industry.

I won't detail all the grounds, occasions, and examples of this, you can all formulate instances for yourselves. But I will ask you to look at it in the light of searching self-questioning.

To what extent is it really a decline? May not some of it be really the reluctant opening of our own eyes to the fact that we do not stand, perhaps never have stood, where we hoped we did in the view of the Public and the other Professions. If this is so, have we not been deceiving ourselves rather than the public?

If we are to play the part we want. If we are to stand where we think we ought to, we must be trained, fit, capable and able to vindicate in every respect our right to stand on that pedestal which we imagine for ourselves. Are we so fit, so fitted, so trained, each and every one of us individual members of this body corporate?

I have no doubt that if we were all so fitted the world would see the body corporate that we compose in the light that we

should wish. How can we achieve this? Must we not find a remedy? To my mind there is but one answer—Education. Education of the whole community in the appreciation of Architecture in general, and in the services rendered by the Architect in particular.

But prior to that, both in importance and in time, the education of every Architect—or at least every member of the R.I.B.A.—to a standard of Technical ability, so high that there cannot be any question but that the Architect—or the firm or organisation of which he is a member—is fully capable of giving all the diverse and varied services that the public have, on our own claims, a right to expect from us. You may agree, may say that we still have far to go towards this ideal, and ask what is being done towards it. The R.I.B.A. has done much; not only in all its past policy in Education, but especially in the last few years.

In 1939 the Board of Architectural Education instituted a Special Committee to study this particular matter. They have taken a great amount of evidence and opinions from different sources all over the country, and have now sub-divided under four Sub-Committees the main groups of the subject.

One of their chief considerations is the need for a minimum period and standard of office experience before election to the Associateship. Another is the level of the essential Standard of Construction and Building Science, that should be taught in the schools and required in the examinations. A report is also now being completed on the Training of the Architect in Town Planning.

I, for one, earnestly hope that they may soon reach conclusions and be able to put them into effect, because no improvement can be hoped for until this is done.

As to the education of the Community: I, personally, consider that one of the greatest losses that this Institute has suffered as a result of the war, is that of the services of the extremely capable and active Public Relations Committee, who with their staff served our interests so well before the war. The Council realises this acutely, and practical plans are in hand for its restoration as soon as possible.

As the second of our main points of dissatisfaction let me take the matter of Unity.

Here, again, I will not go into detail. Let us rather look at the picture in its largest view.

Unity, both spiritual and corporate; in aim, intention and method, is an ideal for the Profession as dear to my heart as to that of anyone in this room. But like all ideals it is apt to get clouded by ideas, and to my mind it is so much an ideal as to be unattainable on this earth at this time. But that does not prevent it being still the ideal for which I hope and strive.

Now let us look at the ideas that cloud it.

First, there is the quasi-political idea—the confusion of thought and issue between Unity and Unification.

Unification is, as I see it, another name for the problem of the relationship of the R.I.B.A., with all the other organisations either existent in, or as yet unformed within, the Profession. It is bound up with questions such as the following: Can they all amalgamate? Is the R.I.B.A. to incorporate them? Or is there any other solution to achieve their fusion? Is Unification under any of these forms an essential prelude to Unity?

The other idea which is outstanding on the first serious thought of the practicability of Unity is Dilution. For Unity to mean Universality it must mean Dilution and, therefore, an inevitable lowering of the standard of qualification at the very moment when the need for raising our standard is imperative.

What part has the R.I.B.A. taken and what part can it and should it take? Here the R.I.B.A. has had to make a choice. This choice, as I see it, lay between either being in a position to speak for the entire profession; or adhering to its long-term policy of being able to voice the view of that part of it which sets before itself the highest ideals and standards.

Myself, I see only one line of action for this Institute. To adhere at all costs to its standards and to raise them progressively. Unity is an ideal—The Ideal—but it would be fatally wrong to try to attain this ideal by the sacrifice of our standards. We must

set a standard of the best to which others will be compelled to conform by the force of public opinion. It is only on this basis that Unity is worthy of being an ideal.

We have proof of this close at hand. Next door there already exists corporal Unity of the Profession in visible and tangible form. There lies the Register—all the Profession united in one list and one card index. There is Unity. Why are we not satisfied with that as Unity?

Before I leave this matter of Unity there are two things that I must say. One is this: There can never be any sort of Unity so long as some people draw in their minds and speak with their tongues a distinction between the Private Architect and the Official Architect. That is a prejudice of a bye-gone age. So long as our aims and standards are the same we are all Architects together in spirit and practice. The last three years during which so many Architects have been absorbed into Government departments should shatter that prejudice for ever. The other is, let us beware of that form of criticism of each other and contest in the Public Press which is harmful to our united aims and endeavours.

As the third major point of anxiety and resentment let us consider the relationship of our Profession to the Civil Engineer and the other branches of that profession.

Here, again, I deal on broad lines, and speak my own view of the problem.

The simplest way to view the essentials of the matter is to define the province of the Architect. For this I unashamedly borrow and quote a definition I saw lately. It is as follows:

"The distinctive function of the Architect lies in his trained powers of significant co-ordination; enabling him to analyse and synthesise the diverse elements of a building project, from the most human values down to its minutest structural requirements, into a complete harmony; not only meeting the functional demands, but also those of the spiritual sensibilities."

That is the definition.

All will agree that this service is indispensable both to the State and the individual citizen.

All men know that no profession other than our own is trained to give this service.

Put thus, as a form of simple Syllogism, the answer is clear and uncontroversial. It only remains for us to keep this clear aspect sharply defined in all the minds that matter. The mind of the Public; the mind of the Engineer; and lastly our own. If we do this there is no problem at all. The provinces of the two professions are entirely different. Each offers unique and Special Services; which, though they may at many times have to be joined together on works, and be complementary thereon the one to the other, are, nevertheless, utterly distinct the one from the other.

It is essential that this should be known and understood. Here, again, the answer is Education. The Community must be educated to know exactly what each profession can give and how best to combine these gifts. Those Engineers who are unaware of this fact must be educated—or, as I would rather put it, initiated so far into the Mysteries of our Craft, as to be able to appreciate fully the provinces of the two and the very definite boundary between them.

Perhaps on our own side, too, some of us might learn to realise that some of the so-called mysteries of their craft are really little more than the application to everyday problems of a blending of common sense, the rules of simple arithmetic, and the principles of elementary algebra and geometry.

Now to take a more domestic and, perhaps, more personal matter of Resentment. I refer to the Criticism that the present régime of the R.I.B.A. lacks the proper Democratic feeling and spirit.

To deal with this point in full would really need an evening to itself on this alone. That evening should start with a talk on the Constitution of the R.I.B.A. and an outline of its history, which is, in itself, a subject full of interest and probably unknown to many members.

To summarise the matter as briefly as possible, I see it as follows:

Democracy, as we know it to-day, is based upon, and is only made possible by, the Representative principle.

That principle is the foundation of our present constitution, as embodied in our Charter and Bye-laws.

Our constitution is framed to give full and comparatively proportionate Representation to our members throughout the country through the mediumship of the Allied Societies.

The affairs and business of the Institute and its policy in all matters major or minor are directed, governed, and controlled, solely by the Council, who alone take responsibility for every act or action of the Institute.

The Council membership, being based on the Representative basis just referred to, the organisation of the R.I.B.A. is as democratic as it is possible to be; and (whether there be an Annual Election or no) it is an ever-changing Body to a far greater extent than Parliament.

The complaints that have arisen, and the answers to them, have been fully given in the professional Press, and I do not propose to go over them all again. But the point that I *do* want to make is that it is the Council alone who are the Governing Body.

It was the Council who—with all the facts before them—decided in each of the last three years against petitioning the Privy Council for an election. You will realise that among the seventy-one members of the Council there are represented every shade and variety of opinion, and that all members of the Council are open to approach by any member of the Institute.

If it is objected that the Council is dominated or dictated to by the War Executive, I ask you to remember that it is the Council themselves who select and elect the members of that Executive. They do this yearly; and in thirty-six hours the present War Executive will cease to be. The Council, at their next meeting in a week's time, start with a clean sheet for the election of a new Executive for the coming year.

Their remedy is in their own hands.

Now before turning to the future there are some other major activities of the R.I.B.A. to which I must refer very briefly.

You may remember in the very earliest war days that there was formulated by this Institute a complete scheme by which the services of the whole profession could have been promptly used by the State. This scheme, urged in every way in every possible quarter, was turned down by the Government. What has happened since you all know well enough, without my recounting it, but perhaps you are not aware of the immense influence for the good of the profession that has emanated from our President in the last three years, both unofficially with the Ministries and Departments, and officially as a member of Lord Portal's Advisory Council and other bodies. To try to summarise those three years of his unremitting toil would itself require a full evening's talk.

As to the great work of our Reconstruction Committee and all its groups. Our reports on the Scott, the Barlow, the Uthwatt Committees. The Exhibition at the National Gallery. The formation and work of the Architectural Science Board. The part we play in the Post-War Building Research Committee. The lectures on the Science of Building. And, finally, the remarkable work done by the London Regional Reconstruction Committee. Of all these you know and you are, I am sure, not only grateful for the vast amount of time and labour given so willingly; but also rightly proud of the results.

You may say, however, in bitterness, that it seems to make no difference—that the R.I.B.A. does not make its voice heard or get its way in the Ministries or Cabinet; that the labour is lost or will only be shelved. But that I cannot believe; either that it is all in vain, or that we might just as well have sat down and done nothing.

There is another side to the picture, and it often hurts me to hear so many Architects blowing the mournful flute of despondency instead of their own trumpets of victory. There are those who play the right tune and realise that the contributions of the Architect to the war and the future have been invaluable and indispensable (as for example, Howard Robertson, in his letter to the *Architects' Journal*, of 4 February). And if you would like to

know how our profession here appears to the world at large, I commend to you recent numbers of the *Octagon of America* and the *Architectural Record of Canada*—particularly those of March and April.

In addition to the work of which Records have been published, you should know that the Contracts Tribunal—our closest link with the Employers in the Industry has been at work on the many problems before them.

Also the Practice Committee has for some months been drafting a proposed Revision both of the Scale of Charges and the Code of Professional Practice.

All members will, in accordance with the Constitution, have an opportunity of criticism of these before they are accepted.

Much, too, has been done with the Forces, obtaining Commissions for Members and Students, and transfers to the R.E. from non-technical Units.

Many books have been supplied to Prisoners of War and Examinations have been held in P.O.W. Camps in Germany.

A scheme for early demobilisation of Architects and Students has been submitted and well received by the Ministry of Labour; and the Council has particular desire to safeguard the interests of the "one man practice" serving member.

Before I leave this side of our work I must pay a tribute to our depleted and overworked permanent staff and to their willing help in overlong hours which alone has made all this work possible.

With this brief review I bring Past and Present to the Future. You may say I have taken so much time on the past that I have left little for the future. True—but my reasons are these: First, the Future is really made out of the Past and Present. Secondly, the Future is in your hands. It is for you—all of you—all of us—to make. We cannot leave it to make itself or to others to make for us. If we wish it to be as we would have it we must ourselves make it now.

Here I share the disgruntlement of every Architect. We know better than anyone else the chaos that must be if there is no Plan. We know that every effort—everything we have done or striven for, or shall strive for—is vain and frustrated without a Plan.

Not only a Physical Plan, but a National Plan, to embrace Industry, Economics, Sociology, in the widest and fullest sense.

In our own particular sphere we have been given a Ministry of Planning, but not even from this has anything concrete yet been forthcoming. We know from the questions in Parliament, the correspondence in the *Times* and elsewhere, that the Nation is becoming alive to the disorder and disaster that menace the country unless we can be allowed to visualise at least the outlines of that Plan.

We know that Government and Nation have the immediate task and burden of the war upon them, but unless that war is to have been fought in vain, we must insist that those appointed to the task prepare the way for peace.

We cannot let these vital matters lie on the lap of the Government. We cannot allow all that we, as a profession, have contributed to the National Plan to go either to the wastepaper basket or the melting pot. On this point, at least, we can all be united in feeling and action.

As to our more personal attitude to the future. We all know the few indisputable facts.

The unlikelihood that the coming of World Peace or World Peace conditions will be either sudden or soon.

The inevitable duration of a shortage of materials and possibly of labour due to conditions of the World, Europe, and Shipping.

The fact that this condition will be the most irksome and frustrating at the very time when the urge for Reconstruction is at its strongest, and is, apparently, most feasible and most desirable.

The fact that the obvious remedy to this shortage is wise and sympathetic control, of Materials, of Labour, and of pro-

gramme of Reconstruction; based on relative needs and urgencies.

How are these going to affect us—individually and as a body?

We are all anxious, and very rightly so. How do we fit in to these conditions, and this part of the Plan?

We know that there is before the Profession and the Industry an immense prospect of work. How shall we share and fare in it?

Is it all to be done by Ministries, Departments, and Local Authorities? Is it to be so controlled and regimented that there is no place for the private Architect and, indeed, small room for the individual client?

We see grave threats of this. Growing instances of this tendency are before you all every day.

Will it go so far that there are Ministry Type plans for every conceivable type of job, and that these jobs will be supervised by Civil Engineers? Will it be that there are no Architects except in the Ministries and Departments, and that even they are not given their due recognition? Or, on another aspect, will pre-fabrication and modern materials and technique oust, not only the Architect from his job, but even the craftsman from the Industry?

A frightening prospect—what can prevent it?

Two things, I think.

On our part proof that our technical ability cannot be overlooked.

On the part of the public—our clients, I look for salvation to the common sense of the common people.

By this I mean the Englishman's natural instinctive desire to do a job well and see it well done. His dislike of muddle and inefficiency, his fundamental individualism, and, above all, his intense dislike of being "messed about."

There is bound to come a surge of revulsion; a Reaction against that Collectivism which is necessary to, and a part of, war. A desire for the reassertion of Individualism which will sweep away most of the cumbersome methods which burden us to-day. I foresee that reaction so strong that it will not tolerate such examples of Inter-Ministerial muddle as the fantastic history of the 3,000 Agricultural Workers' Cottages: I anticipate a desire of the individual to enjoy at least some of that liberty for which he has fought, which will be strong enough to insist upon the scrapping of the more irksome fetters of Control and Collectivism.

Let us only hope that this Revulsion to Individualism knows where to stop. That it does not sweep away the good of a National Plan with those responsible for the slowness of its birth. That the history of the rebuilding of an unplanned London after the Great Fire does not repeat itself too exactly.

Another whole series of problems before us (in which we must play our part), is the restoration of the Building Industry. The adaptation to and of new materials both in matter and in men. The restoration of craftsmanship in traditional and home-produced materials; a factor which might do much to counter the difficulties of shortage and also those aspects of pre-fabrication which are a menace to the industry. All these are too big to do more than mention to-night, for time is too short.

Let us come to the conclusion of the matter. What is the picture I have painted?

It is the picture of a brutal and competitive world in which all must fight to live.

We know that in the fight our chances are better if we stand together united.

But if we are to be united it must be Unity not only of Aim but of Efficiency.

We must have no weak links in our chain. We know from Euclid that "The whole is equal to the sum of all its parts."

Each one of us is responsible for his own part in that "Whole," both in execution as in aim.

The aim—to my mind—is the power to convince the world by our technical skill and ability that the Architect truly deserves that high position which he knows he ought to merit.



The Valley of the Till, Northampton

PLANNING OF RURAL AREAS

By THOMAS SHARP, M.A. [L.], M.T.P.I.

An address given at the R.I.B.A. as the fifth in the series of six lectures on Town and Country Planning arranged by the R.I.B.A.

When first I was told the subject on which I was to speak this evening, that of the planning of *rural areas*, I thought to myself: "Is not that a somewhat officious way of describing the still extensive, though greatly diminished, districts of England which are situated between our towns?" "What," I asked myself, "is wrong with the good old-fashioned word *countryside*? Is there, I wondered, some subtle difference which I do not know of between a *rural area* and the *countryside*? I confess that I found myself a trifle bothered. And then it occurred to me that the euphemism did perhaps serve a useful purpose, although I decided that for myself I would continue for general use to prefer the terms *countryside* and *town* to *rural area* and *urban area*.

To describe a country district as a rural area may remind us that the countryside is no longer, as it has been in the past, purely the province of the countryman. It is not so, any more than the urban area is merely the province of the townsman. The townsman has discovered the countryside. New methods of transport have laid it wide open to him. The countryside must now be recognised as the home and the heritage of countryman and townsman alike. The townsman in Great Britain now demands his place in the countryside and in its activities, and he will not and should not be denied it.

If this is so it means that a balance, a new synthesis, must be struck between town and country. These two parts of the natural scene are inseparably interrelated. Through the new methods of transportation, they are now linked by far greater bonds than ever in the past. I hope that I need not explain that I would not in any sense advocate a physical mixture of the two. I still believe that the success of each lies to a very considerable degree in maintaining the physical distinction between them. But the success of each, and of the whole which they together make, also demands that the two should be welded in a firm social and economic relationship. The country can supply certain essential deep needs of the townsman, and the town certain important needs of the countryman. Town and country are not two organisms; rather, they are complementary parts of one organism. They are the related utilities which to-

gether provide the background for the one great synthesis of national life.

THE TOWNSMAN IN THE COUNTRY

I have said that the townsman must be given his place in the countryside; and I want for a few moments to consider what this means before I attempt to discuss the planning of the countryside in the sense of its being the scene of economic activity on the part of the countryman.

The townsman's requirements in the countryside in the future will be of two main kinds. Firstly, and principally, the great majority of the inhabitants of the towns will demand, and should be given, all facilities necessary for them to enjoy, in their leisure time, frequent temporary escapes into the country. Secondly, there will no doubt continue to be numbers of people who, though they are economically attached to the town in that they earn their living there, may prefer to live in the country, though I think that if our towns were made the fine and noble places that they should be there would in the future be fewer people requiring such an escape. As a rather special section of this type we have the elderly people who, after a lifetime spent in the towns, wish to spend their declining days in country peace. That section, too, might be rather smaller than it has been in the immediate past if our towns were more attractive places than they are. But in this connection we have to remember that whatever happens now there is bound to be, during the next few decades at any rate, an increasing proportion of elderly people in relation to young people; and there will continue to be numbers of such people, whatever we do to improve the towns, who will wish to spend the last few years of their lives in the country.

In the Village

Of this second type of population—that is to say, both kinds of townspeople who prefer to live altogether in the country and not merely to go there for brief holidays—I do not wish to say any more just now, except that they should be attracted into villages rather than be permitted to scatter themselves and their houses all about the countryside. They should be attracted and attached in

that way not merely for the purpose of preserving the countryside but also, and chiefly, because it is only in villages that they will find the kind of social life which, although they are escaping from the towns, they will nevertheless require.

As to the kind of villages into which they should be attracted, I will attempt to touch on that later. For the moment I would like to speak of the facilities which are necessary for the townsman who wishes to make only a temporary rather than a permanent escape into the country, the townsman who desires a country holiday for the sake of its pleasures and refreshment.

What is principally necessary for this type of townsman is access. This access can be of two kinds. There is, on the one hand the wide-ranging free access to special holiday kinds of scenery—mountain districts, the coast and scenery of that romantic type—and there is, on the other hand, the requirement for access to the ordinary every-day countryside into which people may wish to walk or cycle from the town. I need not now say very much about the first of these types. Mr. John Dower dealt with that in his lecture here a fortnight ago. The case for national parks, and for the preservation and opening up of the coast line, is already very well established; and it will be surprising and a matter for dismay if we are not given at least the first instalment of a national park system sometime in the near future.

Parks and Paths

But although the case for national parks is so well established, we should not let the recognition of the necessity for these provisions blot out a similarly urgent need, that of planned access to the average countryside adjacent to our towns—the second type of access which I have mentioned. National parks will only meet certain special requirements. For the most part they will be available only for people who go to them for some considerable period, for arranged holidays. To my mind it is at least as necessary to provide for more immediate quicker and unprepared escape from the town into the normal working countryside as distinct from the holiday countryside.

The principal need in this direction is the provision of a proper system of public country footpaths. Already in our system of field paths we have a charming indication of what might be done; but these pleasant paths are erratic, they do not really make a system, they are often ill-defined and very frequently insecure. What is necessary, and what I think a plan for every countryside in the neighbourhood of a town should contain, is a footpath system—a system of stream-side paths, paths through woods and coppices and along fields, past farmyard ponds, taking in all the details of the everyday work of the countryside—a system which will enable a man to walk out from his town and complete a circuit of ten or fifteen miles without ever having the necessity to travel along a busy traffic highway.

The Townsman Farmer

In addition to this kind of access there is another. This would envisage the satisfaction of the needs of those townsmen who wish not merely to enjoy country sights and sounds but to join in country pursuits. There may be a considerable development of that class of need. Sir George Stapledon has suggested what he calls 'guild farms' for these people—farms where a townsman could, if he wished, go and spend his week-ends and undertake a certain amount of farm-work. I think there may be a place for country allotments too; allotments which have hostels attached to them, where the townsman might go with his family and do his digging in surroundings more appropriate than the suburban areas and the edges of the town where he now goes. Something of this kind happens in Sweden. Outside Stockholm there are allotments with little wooden shacks where families spend their week-ends, though that is not a kind of solution which one would advocate here, because obviously conditions can become very undesirable with that minimum amount of provision.

Besides this, there are many other arrangements of this kind which might well come about. Some are more difficult than others, and many are dependent on the whole future of leisure and the organisation of facilities for the use of that leisure. The place of the townsman in the countryside does to a very large

degree depend upon this; whether, for instance, the greater leisure of the workers is to be provided by means of the shorter working day or the longer week-end. If it is to be by the latter, you will obviously need a different kind of provision from that needed for the shorter working day. I cannot, however, go into that fascinating and extremely important question just now.

Road Congestion and Noise

But there is another matter in which the question of the organisation of intervals of leisure becomes vital. As the possession of a car by every household becomes more general, the congestion of the roads round our great cities at week-ends will become even more frightful than it has been in the past. It will become, indeed, almost intolerable: and I can conceive that this alone may lead eventually to the establishment of staggered week-ends, rather in the way that staggered holidays were being suggested before the war. I know that there are religious and other difficulties. But I think the question has to be faced before the countryside can be used to the fullest possible extent by the townsman for his leisure enjoyment.

Whether or not that does happen in the future, the townsman in any case is bound to demand increased facilities on the roads in the country. He is bound to do so in two ways, both for the enjoyment of his leisure and also for the purpose of commerce between his towns. The two needs will not necessarily be met by a common provision for both of them. The townsman who is rushing down to the coast to spend his week-end there may be willing to use the high-speed motor road which is principally provided for goods traffic. But the ordinary motorist who is out for the pleasures of the countryside through which he is passing will not generally be content to use those roads. What he, as well as the walker on the footpaths, will want will be to see the countryside intimately and not from a speedway. He will want all the little incidents—the ducks on the pond, the hens making a clatter in the farmyard, the village church, and all that kind of thing, which is actually the countryside. He will want to go down the byways and to pass through the villages. He will not be satisfied merely to be diverted from them. That is going to be a rather difficult problem of planning. Highly desirable, and in fact inevitable, as is the provision of a number of high-speed motorways, and delightful as the provision of country parkways will certainly be, I still think there will be a considerable use for the ordinary unimportant country lane. We certainly should not plan such lanes out of existence. If we do, we shall be denying some very real country pleasures to those who should enjoy them. Many of the lanes may eventually have to go, but here is an instance where flexible planning is called for. They can be widened as necessity arises, but they should not be planned out of existence before that.

I have had to deal with this part of the problem in a very general way because I have not time to go into it in any detail. And now I must pass on to what is the main part of my subject, namely, the planning of the country for the countryman whose home it is in a far bigger sense than it is the home of the townsman.

THE COUNTRYMAN'S COUNTRY: Agriculture

Obviously the most important matter in the countryside from the point of view of the countryman is the future of agriculture. This is a matter of high Government policy and it is dependent on the resolving of many conflicts of interest with which I am by no means properly equipped to deal in any way authoritatively. Yet the broad alternative policies that are available and are likely to be followed in the immediate future are quite clear.

There is one school of thought, by far the more general, which, basing itself on a Government pronouncement of about two years ago promising the maintenance of a healthy prosperous and well-balanced agriculture, envisages after the war a large-scale agriculture or, more accurately, the continuance of the large-scale agriculture which in fact we have seen developing before our eyes very vividly during the war. There is an opposing school of thought which expects, not a broadening of agriculture, but a contraction of it—a contraction to within the narrow limits of orthodox economic theory. This school of thought is quite prepared, in theory at least, to see great areas of the

countryside go out of productivity altogether merely through the continuation of the underselling of home produce by bankrupt foreign farming which had been taking place for ten or fifteen years before the war.

It is not for me here to try to discuss the economic aspect of this matter, but I must say that I find myself awed by the mad and fearsome prospect of an England in which agriculture is farmed only in rather rare patches—for though this may be sound economics it seems mad by any other standard. And it shows a complete lack of realisation of the fact that the English landscape is a man-maintained landscape, a man-directed, almost a man-created landscape. The people who favour the small-scale agriculture say that land which is not farmed is thereby released for the enjoyment of the townsman. But land which is not farmed would relapse into the *primaeval* condition of scrub and bush, moor, marsh and fen—in fact to the disgraceful condition of some of the existing commons around London which for want of cultivation are at present in a state which is practically useless for either man or beast. All that, however, is a high political issue, and because it is political I must not go any further into it now. I will for my purpose assume that the agriculture of the future will be the large-scale well-planned type of agriculture which has developed during the war. If that is to be so, then that, too, is bound to involve considerable changes in landscape appearance. It is difficult, of course, to forecast what the full effects will be. There will no doubt be considerable broadening of the pattern as mechanised husbandry advances. Many parts of the country may be devoted to afforestation and others change in certain respects. No sentimental consideration should lead us to resist these changes, but we should not, on the other hand, merely leave them to happen of themselves undirected from a point of view other than a merely agricultural one.

The Landscape: The 18th Century and To-day

Although I have sometimes referred in the past to the parallel of the eighteenth century I hope I may be forgiven for mentioning it again, because it is a very real one. In the eighteenth century, you may remember, the landscape was subject to immense changes as the result of social, economic, and mechanical advancement. There was then a necessity for a wholesale reorganisation of the system of land tenure. Well, you have that to-day. There was the question of the introduction of a new type of crop and the invention of new machines for dealing with such crops. Again, you have that to-day. In other words, the changes which took place in the eighteenth century are very similar in degree and not dissimilar in kind from those which face us now. And one should remember this, that at that time, in the eighteenth century, the opportunity for change was used for the creation not merely of a more prosperous agriculture but for the creation of a new landscape; and we ourselves might, if we had the imagination and directive purpose, similarly use to-day's opportunity for the creation of new beauty in the landscape of to-morrow.

Other changes in the landscape as a result of mechanical advancement must also be considered. It is argued, in some quarters, that the coming of the car may change the whole system of rural settlement. In the past the location of villages has been determined by the necessities of economic geography; that is to say, a village has been located in a certain area because it was required for the winning of the products of that area. The area was engaged in agriculture, mining, fishing, quarrying, and so on; and the village was the place providing the basic housing and social requirements of the people working in the neighbourhood. The distance between villages in normal country districts was determined by the necessity of the homes of the people being within reasonable walking distance of their work, and also by the volume of labour required for different kinds of work. This latter also, of course, determined the economic size of the village. But these old factors are now to a very considerable extent changed, modified, by the development of motor transport. Because of this both workers and certain types of industry have become more mobile. The old factors have also been changed by the increasing mech-

anisation of industry which may well reduce the density of labour for at least certain types of land.

The Village Pattern

From this it is arguable, and it is indeed sometimes argued, that the whole pattern of village distribution should now be changed. On a superficial view it can be maintained, for example, that agricultural workers could now quite well live in towns and travel out by motor conveyance not merely in the *area* where they work but into the very fields in which they are to work on a particular morning. On this argument most of the 10,000 villages in England could completely disappear and instead of having an existing pattern of villages situated at every two or three miles, the future pattern of settlement in the country might be one of small towns situated ten or twelve miles apart.

But few agriculturists, I imagine, would view such a development as this with any kind of satisfaction, especially in districts which carry stock as most districts must surely continue to do. Besides this, and perhaps even more important, there is the fact that the village way of life is different from the small town way of life and there are many people who prefer it. For myself I think there are bound to be many changes and that many old hamlets and some villages will disappear. But whatever may happen in the distant future, I think that something like the existing pattern of villages is likely to be broadly maintained for a good long time yet; and that pattern should form the basis of our future country planning. That is not to say that existing villages will not largely need rebuilding within the next decade or two. Most of them will. They will need to be given all necessary services and social institutions; they will need to be by-passed, and so on; and it will be their capacity or incapacity for taking on improvements of this kind which will determine whether or not they should continue to exist on their present site or be removed to some site nearby which will be more suitable for these general purposes.

Communal Services

I have already mentioned the matter of size as being an important factor for success in a village. This is so for certain obvious reasons. Communal facilities and public services will depend to a very large extent on the size of the population which wishes to take advantage of them. There are certain country services which can and should be provided on what I would call a district rather than a local basis. You have examples of such services in the village colleges in Cambridge which serve not one village but a series of four or five. But there are other services which can only properly be provided on a local basis, and it is obviously desirable that a village should be of such a size and in such a situation that its inhabitants can be provided with at least the minimum services necessary according to modern standards for a civilised community. It is rather difficult to establish criteria as to what those services should be, because whatever is done one has to bear in mind that inevitably certain social facilities can never be provided in a village to the level to which they can be provided in the towns. The very scale of the group activity which is involved prevents that. The solution of the problem lies in determining which of the social services indispensable to modern living must be provided on a *local* basis.

It seems to me that there is little doubt that the education of the young child is the real basic service here. Older children can be provided for on a district basis. They can travel to a neighbouring village for their education. But for the young child the education service should be available as close as possible to the place where he lives. The problem in any case awaits a Government pronouncement on future educational policy, but I think I can indicate this, that the village school of say fifty children, which is I think regarded as about the minimum workable size for anything like reasonable results, demands a population of something between 550 and 600 people. If one allows for scattered farm houses, this means a village population of somewhere between 400 and 450. One has to remember that this will change with the changing structure of the population in the future, and that a similar school of fifty may by 1971 mean a rather larger population. Of course it can be quite reasonably argued that the

education provided on this compromise basis of a school of fifty children is inadequate. There is no doubt that a really satisfactory school unit requires a bigger population; in fact one might say that something like 1,200 is necessary. This again is an argument in favour of an alteration in the pattern of existing village location. It ultimately becomes a question of how far certain needs outweigh everything else. But it is also a matter, as so often in human affairs, of somehow or other striking a compromise which will as far as possible resolve the conflicts.

There are many other matters in this question of social provisions which I cannot touch on—matters such as the provision of village halls and the like. I must now try for a moment to deal with the matter of the structure of the population. A reasonably well-balanced and satisfactory social life can only be obtained in a village whose population is made up of well-mixed occupational groups. While the ordinary agricultural village has been declining in this respect for the last twenty years or so, it still retains a fair amount of diversity. But in some rural experiments of the comparatively recent past the results have been quite deplorable. In this respect many of the land settlement schemes have been thoroughly unsatisfactory. These well-intentioned schemes have gone hopelessly wrong on just this one point. Here you have people set down in concentrated agricultural colonies where every single worker is either a small holder or a co-operator in some form of intensive cultivation, where there is not even a shop-keeper or publican or any other kind of person to vary the occupationally-standardised group. Land settlement schemes have been worse in some respects than mining villages, which hitherto have been regarded as the archetype of the ill-balanced community.

We obviously must do all we can to avoid that kind of thing in the future. If a new village is required for land settlement purposes, or for industry, it should be based on a plan which will permit and indeed require a diversified occupational structure among the population; or, better still, any new population required to be introduced into the countryside should generally be attached to some existing satisfactory village, because there are great social advantages in being at or near a long-settled site. But even so, where a population is attached to an existing village it should only be in such carefully selected numbers as will not unbalance that village.

INDUSTRY IN THE COUNTRY

This brings me to the important question of industry in the countryside. I said a few moments ago that one of the revolutionary developments of the age was the new mobility of industry and its workers. This means that it is now possible to establish in country areas certain industries which are in no way connected with the winning of natural resources or the processing of them. There are at least five possible results from that, if the developments are permitted to take their 'natural' unplanned course. I will try briefly to enumerate them. (1) A single factory and the houses of its workers may be built in some place away from an existing village or town. This will almost certainly be highly unsatisfactory both for the factory and the workers. (2) A single factory or group of factories may be set up in a country area, the workpeople journeying daily from an adjacent town. This will be unsatisfactory since it will involve the workers in excessive daily travel. (3) A group of factories and the workers in them may be established in a new country place. The effect of this may well depend on the type of place and the size of the group; and if the group is considerable, as it should be, you will get in fact a town rather than a village, a kind of development with which I am not concerned this evening. (4) A group of such factories with their associated houses may be attached to an existing village, and the result again will be to turn a village into a town. This may or may not be desirable, but again it is outside my present subject. (5) A single factory or two or three factories may be attached to an existing village. It is this which to my mind may be the desirable course. Properly planned, it may have immense benefits for the countryside. For one thing, well

adjusted developments of this kind may absorb rural labour which will be displaced by the increasing mechanisation of agriculture. For another thing, it will help in the occupational diversification which is so desirable, and it will give a more varied kind of employment than is now generally available in the country. Again, it should introduce just that volume of new population which is necessary to assure sufficiently-sized groups to sustain further social facilities. But invigorating as such a development may be, it is most important that it should be well-planned and well carried out. New factories should almost certainly be in small units. It has been said that a single factory employing more than one-third of the total workers in a village would have a serious effect in unbalancing that village socially. I have not any means of substantiating that statement, but I should think it pretty near the truth.

I think that a country factory should probably not employ more than a dozen or so of people. And as to the kind of factory I think it should generally be of the type which is engaged in the processing of country products. For example, in Denmark there are something like 2,000 rural creameries of almost universal standard, employing not more than three or four workers each. Besides creameries one might well have factories which are themselves engaged on other kinds of milk processing, perhaps factories turning out plastics; also canneries of various kinds; sugar beet factories; mills for flour or grist; tanneries, small breweries, factories processing potatoes or flax or other products; small textile mills; furniture workshops. (These last might be specially suitable in connection with afforestation schemes). There are many other factories and workshops of that kind. Alongside them there might well be a number of workshops of other kinds whose products are not necessarily local but whose raw materials are light and non-bulky. It has been suggested, for example, that scientific instrument making has possibilities of being a highly successful rural industry, and certainly one does get small-scale precision industries of that kind flourishing in, for instance, many Swiss villages.

THE TRADITION

My time has gone, and I have not been able to deal at all with the subject of physical design either of the villages or of the countryside. On this matter I will only say this, that in both places we have traditions that should not be wilfully or lightly discarded. In saying that I am not, I hope, speaking as a traditionalist in the narrowest sense; and I am certainly not suggesting that our new forms of village and landscape should be an imitation of past forms. I believe that tradition itself is a living thing. It is not a pool which has welled up at some particular moment of time and has remained stagnant ever since. It is a flowing, eddying, widening stream which has been continually refreshed by new tributaries, a stream whose direction is subject to change by new currents created by new conditions. As I have said, we are at a time of great new social requirements in the countryside and a time of great technological developments. Obviously these new requirements cannot be met by rigid adherence to traditions which arose out of conditions in which they were unknown. We ourselves must make our own contribution to the tradition. But we have gained such beauty and usefulness from the traditions which have created our villages and our countryside that, in working out new forms to meet new needs and new possibilities, we should not lightly depart from the wide broad stream of those national traditions which have arisen out of our own particular way of life.

A recent writer* has described the English village as being "more English even than Parliament; more English than our language; even more purely English than the common law. In a greater measure than any other institution, it is our very own." I believe that similar words could be used of our countryside. This is the tradition that we have inherited. It is our responsibility as planners to see that the works we hand on are worthy of it.

* H. J. Randall: *History in the Open Air*.

Review of Periodicals

1942-43—III continued

HISTORY

OFFICIAL ARCHITECT, 1943 *Apl.*, pp. 156-9; *June*: Architecture of Greenwich; illustrated articles by Edgar W. Pitt.
OFFICIAL ARCHITECT, 1943 *Jan.*, pp. 30-33: The architecture of Woolwich: "missed opportunities for development . . ." article by E. W. Pitt with church and house illustrations.

COUNTRY LIFE, 1943 *Apl.* 23, pp. 748-; *Apl.* 30: Mells, Somerset: manor house; village—a mediaeval town planning scheme. By Christopher Hussey.

ANTIQUARIES' JOURNAL, 1942 *July-Oct.*, pp. 167-75: Mediaeval and early renaissance architecture in Malta: article by J. B. Ward Perkins, with views.

ARCHITECT AND BUILDING NEWS, 1943 *Feb.* 26, pp. 161-3: Wooden architecture of the Russian north; illustrated article by S. Zavello and P. Maximov. Also (pp. 158-9) two other Russian buildings.

COUNTRY LIFE, 1943 *Mar.* 5, pp. 434-6: "Oases of Tunisia": illustrated article on architecture, Roman and Mohammedan, by Lt.-Col. H. E. Verey.

COUNTRY LIFE, 1943 *Feb.* 5, pp. 258-60: "Treasures of Tripoli" (architectural); by John Horne, illustrated. JOURNAL, AMERICAN SOCIETY OF ARCHITECTURAL HISTORIANS (Troy, N.Y.), 1942 *Jan.* (recd. 1943): Etruscan doors and windows: article by G. M. A. Hanfmann. Small illus.

JOURNAL, AMERICAN SOCIETY OF ARCHITECTURAL HISTORIANS (Troy, N.Y.), 1942 *Jan.* (recd. 1943): The Roman brick industry and its relationship to Roman architecture: article by Herbert Bloch, with illus. of brick stamp.

JOURNAL, AMERICAN SOCIETY OF ARCHITECTURAL HISTORIANS, 1942 *July*: The place of Cluny [Abbey] in Romanesque and Gothic, by Prof. Kenneth J. Conant; with pictorial restorations and plan of the third church.

PARTHENON, 1943 *Jan.*, pp. 46-52, and subsequent issues: European architecture between the wars: by Arnold Whittick. Pt. i: Historical background 1919—renaissance, baroque, revivalism.

BUILDER, 1943 *Jan.* 29, pp. 105-7: "Some early modernists, 1890-1920": article on less-known works, by H. V. Molesworth Robey.

STUDIO, 1943 *Apl.-May*, pp. 139-43: "Progress in architecture"; by Alfred Bossom [F.], apropos of the journal's jubilee (1893-1943). Illustrated by notable buildings.

ARCHITECTURAL REVIEW, 1943 *Mar.*, pp. 75-9: "The end of the pattern-books": article, following Treasure Hunt series, by Peter Donner, on domestic types of the early 19th century illustrated in contemporary works, mostly fantastic.

ARCHITECTS' JOURNAL, 1943 *Jan.* 21: "Diary" for 1942 (illustrated summary of events), and (p. 65) "buildings of the year" by Prof. C. H. Reilly [F.].

JOURNAL R.I.B.A., 1943 *Feb.*, pp. 88-9: Sir Reginald Blomfield: classified list of his buildings, following obit. and list of literary works in Jan. number.

ARCHITECTURAL REVIEW, 1943 *Mar.*, pp. 69-72: "Henry James" (the author) "and his architect," Edward P. Warren: illustrated article on the latter by John Russell.

TASK (Cambridge, Mass.), 1942, No. 3: Architecture and city planning in Soviet Russia: special number. The Soviet architect, by Hannes Meyer; economic and organisational aspects of practice, with views of recent works. Regional and city planning in the S.U., by Hans Blumenfeld; again sociological aspect; lay-out plans.

JOURNAL R.I.B.A., 1943 *Jan.*, pp. 58-61: Swedish architects and architecture to-day: memorandum on his visit, by Prof. W. G. Holford [A.].

IRISH BUILDER, 1943 *Mar.* 13, pp. 97-8: Modern architecture in Holland—Berlage and his contemporaries: summary of lecture by Prof. J. B. Romein to A.A. of Ireland. Views.

ARCHITECTURAL RECORD (New York), 1943 *Jan.*, pp. 34-56: Architecture of Brazil: article with illustrations chiefly of recent buildings, arising from tour by Philip Goodwin and G. E. Kidder-Smith.

PENCIL POINTS (N.Y.), 1943 *Jan.*, pp. 54-64: Brazilian architecture: living and building below the equator. Examples, showing concrete louvers.

CALIFORNIA ARTS AND ARCHITECTURE 1943 *Feb.*, pp. 20-3: "Brazil builds for the new world": another article apropos of the N.Y. exhibition.

ARCHITECT AND BUILDING NEWS, 1943 *Apl.* 16, pp. 43-6: "Building in strong sunlight: the architecture of Brazil"; illustrated review, by Howard Robertson [F.], of the N.Y. Museum of Modern Art's "Brazil builds."

SOUTH AFRICAN ARCHITECTURAL RECORD (Johannesburg), 1942 *Nov.*:

Dr. Rex D. Martienssen: memorial number. Including articles on M. as "the student and philosopher," "the architect," "the teacher," "the researcher in classical architecture," "the art interpreter," "the hon. editor," and the professional man. With bibliog. of articles in S.A.A.R., 1925-42.

ARCHITECT AND BUILDING NEWS, 1943 *Jan.* 15, pp. 67-71: "Extracts from a post-war guide to the Metropolis of Britain": hypothetical pictures of port (sea and air), railways, streets and buildings. By S. Rowland Pierce [F.].

DRAWING

JOURNAL R.I.B.A., 1943 *Jan.*, pp. 51-57: Perspective: the Greek discovery, its influence on renaissance and modern art: illustrated paper by Miss G. R. Levy.

ILLUSTRATED CARPENTER AND BUILDER, 1943 *Apl.* 30, pp. 475-6, and subsequent issues: Practical measurement of existing buildings and sites; 3 articles by J. Whinnett. Illustrated.

ARCHITECTURAL REVIEW, 1943 *Feb.*, pp. 30, 40-6: Architectural representations on token coins, c. 1790-1800: article by F. D. Klingender.

ARCHITECTURAL VOCATION

OFFICIAL ARCHITECT, 1943 *Apl.*, p. 155: "Civic societies: an opportunity for architects"; short article by S. H. Loweth [F.], apropos of needful publicity for the profession.

BUILDER, 1943 *Apl.* 23, pp. 377-8: The architect and the surveyor as arbitrator: note by W. T. Creswell [Hon. A.].

SOUTH AFRICAN ARCHITECTURAL RECORD, 1943 *Mar.*, p. 63: The task of post-war architects, by S. A. Abramowitch, a first-year student. Emphasises housing tasks.

ARCHITECTURAL RECORD (N.Y.), 1942 *Nov.*, pp. 41-6, 86: "Outlines of postwar patterns": article by E. Goble, under headings including "comprehensive community planning," "land use," "building costs and technical advances," "financing"; with marginal symposium of quotations.

ARCHITECT AND BUILDING NEWS, 1943 *Jan.* 29, p. 110: The architect and the layman: talk by W. A. Johnson [F.] to art school students. Manchester.

PROFESSIONAL PRACTICE; LOCAL GOVERNMENT

ILLUSTRATED CARPENTER AND BUILDER, 1943 *Jan.* 22, pp. 96, 98; *Feb.* 5: The examination of dangerous structures: by C. W. Craske [A.], illustrated.

ARCHITECT AND BUILDING NEWS, 1942 *Jan.* 15, pp. 79-80: Building law, 1942: by a barrister.

BUILDING, 1943 *Feb.*, pp. 47-8: "Building laws for post-war Britain": by A. H. Barnes [F.].

JOURNAL R.I.B.A., 1943 *Apl.*, pp. 139-40: The Rationalisation of building legislation (second report): 7th interim report of R.I.B.A. Reconstruction Committee, this one by the Building Legislation Group.

ARCHITECT AND BUILDING NEWS, 1943 *Feb.* 12: By-laws and bldg. construction, by Geo. Fairweather [F.]: 3. Walls.

JOURNAL, INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS, 1943 *Mar.* 30, pp. xvii-xviii, xxi-xxii, and subsequent issue: War factories and other emergency structures—building law and the post-war position. Article (anonymous) from the JUSTICE OF THE PEACE AND LOCAL GOVERNMENT REVIEW.

ARCHITECTS' JOURNAL, 1943 *Jan.* 14, pp. 23-6: Prices: 11th wartime list.

BUILDER, 1943 *Mar.* 19, pp. 268-9: JOURNAL, CHARTERED SURVEYORS' INSTITUTION, *Mar.*, pp. 435-41: Quantity surveyors: recruitment, education, and training for post-war reconstruction. (C.S.I.) A further report by the C.S.I.'s Committee. (Br.): two reports.

LOCAL GOVERNMENT SERVICE (N.A.L.G.O.), 1943 *Feb.*, pp. 287-94: Report of N.A.L.G.O.'s Reconstruction Committee: "A new structure for local government" (England and Wales, excluding London). National commission to adjust boundaries; all-purpose local authority for each area; provincial councils to co-ordinate and plan. Tables of populations and rateable values.

COUNTRY LIFE, 1943 Mar. 19, pp. 522-3, and subsequent issues : The future of local government : first article, by Dr. Dudley Stamp—Counties and regions. With views.

ALLIED ARTS AND ARCHAEOLOGY

COUNTRY LIFE, 1943 Apr. 9, pp. 654-6; May 7 : "New approach to the past—the science and romance of archaeology" : article by Margot Eates, illustrated by aerial photographs and contrasted views of old and recent methods of excavation, the latter on the grid system with grass baulks. Also letter.

BUILDING (generally)

ARCHITECTS' JOURNAL, 1943 Mar. 4, pp. 157-8 :

BUILDER, Mar. 5, pp. 226-7 :

NATIONAL BUILDER, Mar., and other notices :

Training for the building industry : "the White Paper" (Ministries of Labour and Works). (A.J.) : Summarised with comment as a "Whitehall Charter."

BUILDER, 1943 Apr. 9, pp. 325-6 :

Training for the building industry : a comment on the Central Council for Works and Buildings' report, by G. D. H. Cole.

ARCHITECTS' JOURNAL, 1943 Mar. 11, pp. 171-3 : The planning of science : article, by the technical correspondent, on the January conference of the Association of Scientific Workers ; with diagrams on organisation in the U.K., U.S.S.R. and U.S.A., by Ernő Goldfinger.

BUILDER, 1943 Feb. 26, p. 201, and subsequent issues :

The shape of building to come : series by "F.I.O.B." 1. Post-war building methods.

STRUCTURAL ELEMENTS

PROC., AMERICAN SOCIETY OF CIVIL ENGINEERS, 1942 Nov., pp. 1487-1520 :

"Application of soil mechanics in designing building foundations" : illustrated paper by A. Casagrande and R. E. Fadum, showing application to a large insurance building in Boston.

ARCHITECTS' JOURNAL, 1943 May 6, p. 299 :

All-concrete (no reinforcement) parabolic arch for spans up to 60 ft. Designed by J. H. Walker. Note and illustrations.

BUILDING, 1943 Apr., pp. 102-3 :

"The economy of cantileverage" : No. ii in R. V. Boughton's "Post-war construction methods."

ILLUSTRATED CARPENTER AND BUILDER, 1943 Mar. 5, pp. 255-6 : Glazed roofs : in Edgar Lucas's series. Including north-light (saw-tooth) roofs.

ILLUSTRATED CARPENTER AND BUILDER, 1943 Mar. 26, pp. 342, 344 : Asbestos-cement tubular roofs ; in Edgar Lucas's Roof construction series.

ILLUSTRATED CARPENTER AND BUILDER, 1943 Apr. 2, pp. 364, 366 : Reinforced concrete roofs (illustrated) : in E. Lucas's series.

ILLUSTRATED CARPENTER AND BUILDER, 1943 Apr. 9 :

Patent welded tubular construction : in Edgar Lucas's roof series.

ILLUSTRATED CARPENTER AND BUILDER, 1943 Apr. 30, p. 482 :

Flat-roofed buildings (2 examples) : in Edgar Lucas's series.

REVISTA DE ARQUITECTURA (Buenos Ayres), 1942 Sept., pp. 385—:

Laminated curved beams for roofs of various sections : constructional diagrams, and views of completed interiors—training college at Great Lakes, Ill., F.P.L. at Madison, Wisc., and elliptical-arched church at Minneapolis.

BUILDING PRACTICE AND INDUSTRY

ARCHITECTURAL RECORD (N.Y.), 1943 Feb. 5, pp. 112-3 :

General contractors v. specialists : "Analysis of costs (1938) as generally carried out," table and note.

ARCHITECTURAL RECORD (N.Y.), 1942 Nov., pp. 32-6 :

"Functions, factors and futures" : analysis of building industry, wartime and post-war, with organisational chart, and diagram of amounts of building for various types, with proportion designed by architects and engineers.

ARCHITECT AND BUILDING NEWS, 1943 Jan. 15 :

"The voice of the [building] industry" : symposium by over 60 architects, builders, and others.

KEYSTONE, 1943 Mar., pp. 8-9 :

Growth of monopoly in the building industry : article, with pictorial statistics, by G. A. Atkinson [A.J.].

ARCHITECT AND BUILDING NEWS, 1943 Jan. 15, p. 75 :

Building wages—cost of living and building costs : chart by H. J. Venning, F.S.I.

ARCHITECT AND BUILDING NEWS, 1943 Apr. 23, p. 51 :

Table of building output, 1932-38, under the headings "housing, local authority and private enterprise," "other new building," and "repairs" : in leader, "balancing the programme."

ARCHITECT AND BUILDING NEWS, 1943 Feb. 12, pp. 134-5 :

BUILDER, Feb. 12, pp. 149-50 :

The future of the building industry : 5th and last discussion meeting at I.C.E., led by Lord Reith, Sir Ernest Simon and Sir Clement Hindley. (A. & B.N.) : Reith and Simon speeches.

JOURNAL R.I.B.A., 1943 Mar., p. 109 :

The capacities of the building industry in relation to reconstruction : 6th interim report of R.I.B.A. Reconstruction Committee, prepared by Architecture and Building Industry Group.

ARCHITECT AND BUILDING NEWS, 1943 Apr. 2, pp. 11-15 :

ARCHITECTS' JOURNAL, Apr. 8, pp. 243-4 : Organisation of building operations : paper by T. P. Bennett [F.] at A.A. With "time and progress schedule."

MATERIALS

PENCIL POINTS (N.Y.), 1943 Jan., pp. 1, 32-53 :

Materials for tomorrow : introd. by Dr. C. M. A. Stine ; chemistry, by F. J. Van Antwerpen ; plastics, by R. L. Dickey ; concrete, by Carl Zeigler ; wood, by Roderic Olzendam ; and furniture (including wood springs).

ARCHITECT AND BUILDING NEWS, 1943 Apr. 2 :

The weathering of building materials : A.S.B. lecture by F. L. Brady

ARCHITECTS' JOURNAL, 1943 May 6, p. 307 :

Fireproofing thatch. Reprint of note issued by R.I.B.A. Library.

PLASTICS, 1943 Jan., pp. 16-24 :

Plastics in assembled building structures, by G. Fejér, iii : insulating walls. With progress views of various types of structures.

BUILDER, 1943 Jan. 22, pp. 89-92 :

Structural plastics : article by Dr. T. Warnett Kennedy, including beam calculations and photo-elasticity, with diagrs.

IRISH BUILDER, 1943 Feb. 27, pp. 77-8 :

"Clay building : some suggestions for its revival and methods of construction," by Frank Gibney ; with cottage design.

BRITISH CLAYWORKER, 1943 Mar., pp. 150-1 :

Opportunities for hollow blocks : illustrated note, apparently by Edwin Gunn [F.].

JOURNAL, INSTITUTION OF CIVIL ENGINEERS, 1943 Feb., pp. 224-74 :

Modern developments in cements in relation to concrete practice ; by F. M. Lea. Chemical and physical aspects ; graphs and tables.

ENGINEERING NEWS-RECORD (N.Y.), 1942 Nov. 19, pp. 86-92 :

Amounts of steel required for steel mill buildings : report by U.S. War Production Board's Conservation Division, Specifications branch, with tables and graphs.

CONSTRUCTION, including PREFABRICATION

ARCHITECTURAL FORUM (N.Y.), 1942 Dec., pp. 49-60 :

Prefabrication : first of a series, dealing with the prefab. house, based on research by the John B. Pierce Foundation. 1. A movement emerges. Articles to include concrete, steel, and wood applications.

ARCHITECTURAL FORUM (New York), 1943 Jan., pp. 53-64 :

"The Prefabricated house" : No. 2, ideas. Including "Dymaxion" (circular house), progress views ; trailers ; Neutra's "Diatom One-plus-two" (three-masted) house ; Wagner's "igloo" houses. Also "the mechanical core, including 4-piece metal bathroom, and service trailer-like unit.

ARCHITECTURAL FORUM (N.Y.), 1943 Feb., pp. 67-78 :

Prefabrication : No. 3, "concrete—forerunner to the movement." Early experiments, various systems, and Neff's "bubble" houses.

ARCHITECTURAL FORUM (N.Y.), 1943 Mar., pp. 71-82 :

Prefabrication. 4th article of series. Current article : History and analysis of present practice in steel in prefabrication. An important article, well illustrated. Sections include : steel frame : pan or frameless ; mobile houses.

JOURNAL R.I.B.A., 1943 Jan., p. 64 :

"Prefabrication—lessons from American experience" : letter from G. A. Jellicoe [F.].

BUILDING, 1943 Feb., pp. 42-3 :

Prefabrication by engineers : No. 10 in "Post-war construction methods," by R. V. Boughton.

ENGINEERING NEWS-RECORD (N.Y.), 1943 Feb. 25, pp. 62-5 :

Industrial buildings of precast (reinforced) concrete in Pittsburgh area ; in one case for the ground floor only of a steel building. Girders tied to columns by threaded reinforcing rods, beams bolted to girders. Progress views and constructional detail.

ARCHITECTS' JOURNAL, 1943 Jan. 14, pp. 30-32 :

The application of quantity production methods to the construction of standardised dwellings : by "Prefab." pseud.

BUILDER, 1943 Jan. 22, p. 93 :

Prefabrication : views of the Nat. Assn. of Registered House Builders, short article.

ENGINEERING NEWS-RECORD (N.Y.), 1943 Mar. 11, pp. 114-6 :

"Single [-panel] wall system of house assembly" : prefabricated system of frame and panel, window and door units also acting as supporting units. Plans of units and 2 progress views.

BRITISH CLAYWORKER, 1943 Feb. 15, p. 142 :
 "Pliability of brickwork" : illustrated note on adaptability to odd spaces, including mixture of bonds ; by E. Gunn [A.]

JOURNAL, ROYAL SOCIETY OF ARTS, 1943 Apl. 2, pp. 224-35 :
 "New uses for glass" : lecture by Prof. W. E. S. Turner, including (pp. 229-32) buildings and fittings, illustrated.

BUILDER, 1943 Apl. 16, pp. 347-9 :
 Concrete frame construction : new type for industrial buildings ; designed by C. W. Glover & Partners. Shown as applied to an assembly building ; portal-frame trusses.

CONCRETE, 1943 Apl., pp. 124-5 :
 Reinforced concrete buildings : emergency specification by U.S. War Production Board.

ARCHITECTS' JOURNAL, 1943 May 6, pp. 300-2 :
 Pre-stressed reinforced concrete. Article by Dr. K. Hajnal-Könyi, M.I.Struct.E.

CONCRETE, 1943 Jan., pp. 3-13 ; 1-2 :
 Concrete surface finishes : article illustrated with views of finishes and shutter boards, also complete buildings in U.S. Also leader, concrete in architecture.

KEYSTONE, 1943 Jan., p. 11 :
 "Concreting aerodromes in cold weather" : note.

SANITARY SCIENCE AND EQUIPMENT ; PROOFING

ARCHITECTURAL FORUM (N.Y.), 1943 Feb., pp. 79-88 :
 Rural Electrification Administration : a federal agency in U.S. for farmers. Power stations and local offices in various towns.

HEATING AND VENTILATING (N.Y.), 1942 Nov., pp. 35-46 :
 "What the air-conditioning engineer should know about lighting" : article by Howard M. Sharp, forming Reference Section 7, with tables of thermal effects, and interiors showing installations.

ARCHITECT AND BUILDING NEWS, 1943 Mar. 26, pp. 228-9 ;
 JOURNAL R.I.B.A., Feb., pp. 85-7 :
 NATIONAL BUILDER, Mar. :

Daylighting of buildings in urban districts, by W. Allen. A.S.B. lecture : summary, illustrated. Including influence on planning.

ARCHITECT AND BUILDING NEWS, 1943 Mar. 26 :
 Artificial lighting, by R. O. Ackerley—A.S.B. lecture. Summary.

HEATING AND VENTILATING (N.Y.), 1942 Nov., pp. 33-4 :
 "How U.S. houses are heated" : note by Geo. Littlewood, and maps and tables showing use of central heating types.

BUILDING, 1943 Apl., pp. 100-1 ; June, pp. 160-1 :
 District heating : summary articles by David Brownlie, with diagram of its use in Detroit.

ARCHITECTS' JOURNAL, 1943 Apl. 29, pp. 284-5 :
 Heat in buildings : article (chiefly in relation to housing) by a technical correspondent, based on Prof. Sir Alfred Egerton's I.C.E. lecture. With tables.

HEATING AND VENTILATING ENGINEER, 1943 Jan., pp. 254-60 :
 Building insulation in America : article by Cyril Tasker, with sectional view of a house showing positions of insulating board in walls, floor and roof, graph of insulating efficiencies, and views showing the fitting of rock-wool.

BUILDER, 1943 Feb. 19, pp. 179-80 ;
 JOURNAL, ROYAL SOCIETY OF ARTS, Feb. 5, pp. 135-47 ;
 NATIONAL BUILDER, Feb., p. 90 :

Sound insulation with regard to houses : Cantor Lecture to R.S.A. by William Allen (B.R.S.). Plans of cruciform island-site planning, cul-de-sac (or "close"), and chimney-stack details.

ARCHITECT AND BUILDING NEWS, 1943 Apl. 2 :
 The problem of noise : A.S.B. lecture by R. Fitzmaurice.

PENCIL POINTS, THE NEW (N.Y.), 1943 Feb., pp. 78, 80, 82-3 :
 "How much insulation" (heat) : by Don Graf. With diagram.

JOURNAL, ROYAL SOCIETY OF ARTS, 1943 Feb. 5, pp. 122-35 :
 Thermal insulation at medium temperatures ; Cantor lecture by A. C. Pallot, with graphs and tables.

NATIONAL BUILDER, 1943 Apl., pp. 126-8 :
 Insulation and fuel saving : a practicable solution ; article by James McCawley. Diagrams.

HEM I SVERIGE (Stockholm), 1943 Feb., pp. 171-175 :
 Moth pests and their destruction. Illustrated article by Torsten Hjern. A.R.P., WAR DAMAGE (including REPAIR)

ARCHITECTURAL DESIGN AND CONSTRUCTION, 1943 Feb., pp. 40-1 :
 Cleansing station, by Ministry of Supply, of "Padmos" (steel-frame, Hy-rib and daub) huts.

CALIFORNIAN ARTS AND ARCHITECTURE, 1942 Sept., pp. 34-5, 45-6 :
 "The fine art of deception." Short popular article on camouflage.

NATIONAL BUILDER, 1943 Feb., pp. 86-7 :
 Roof camouflage : illustrated article by James McCawley.

ILLUSTRATED CARPENTER AND BUILDER, 1943 Jan. 22, pp. 86-7 :
 "Roof coverings versus the blitz" : illustrated article by James McCawley, of the United Roofing Contractors' Association, U.S.

INSTITUTE OF CIVIL DEFENCE JOURNAL, 1942 Dec., pp. 54-73 :
 Development of protective treatments for windows and roof-lights ; long illustrated article by H. E. Beckett (Ministry of Home Security). Methods of testing : views of fractures. Bibliog.

MUSEUMS JOURNAL, 1943 Feb., pp. 269-72 :
 "Care of works of art in wartime" (A.R.P. storage) : article by F. Ian G. Rawlins (from NATURE).

ARCHITECTURAL FORUM (N.Y.), 1942 Nov., pp. 65-9 :
 "Bombed British buildings" : illustrations.

MUSEUMS JOURNAL, 1943 Apl., pp. 3-6 :
 "The National Buildings Record : the policy and activities of the photograph library" : article by Cecil Farthing, Conway Librarian (formerly to Courtauld Institute).

BUILDER, 1943 Jan. 15, p. 61 :
 Air-raid damage at Canterbury, cost of repairs : short art. by J. G. Noppen, with view of Library.

AMERICAN CITY (New York), 1943 Feb., pp. 45-6 :
 Demolishing blitzed buildings : summary article on Royal Engineers' methods.

JOURNAL R.I.B.A., 1943 Mar., pp. 107-9 :
 Compensation for war-damaged architects' drawings : War Damage Act, 1941, Section 95. Counsel's opinion.

ARCHITECTURAL FORUM (N.Y.), 1942 Nov., pp. 84-92 :
 A.R.P. in office buildings : including first aid, blackout, fire-fighting, roof protection, and anti-sabotage (guards).

ENGINEERING NEWS-RECORD (N.Y.), 1942 Sept. 24, pp. 80-1 :
 Air-raid shelters for factory yards : U.S. practice. 2 drawings.

JOURNAL, INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS, 1943 Feb. 2, pp. 265-71 :
 Emergency rest centres, protected, with special reference to Bootle ; by W. A. Harrison, borough engineer and surveyor. Plans.

ARCHITECTS' JOURNAL, 1943 Mar. 25, pp. 204-5 :
 Repair of bombed houses : article by a special correspondent, including official outline Schedule of Works, apropos of Government scheme for repairing 80,000 bomb-damaged houses.

ENGINEERING (generally) ; MUNICIPAL ENGINEERING

JOURNAL, INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS, 1943 Apl. 27, pp. 373-81 :
 Post-war engineering education : address at Leeds by Prof. C. E. Inglis ; and discussion.

(Cf. another lecture on same subject in JOURNAL, JUNIOR INSTITUTE OF ENGINEERS, 1943 Jan., and discussion, May issue.)

BUILDER, 1943 Feb. 12, pp. 157-8 :
 JOURNAL, INCORPORATED CLERKS OF WORKS ASSOCIATION, Mar., pp. 29-31, 35 ;

JOURNAL, INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS, Jan. 5, pp. 221-30 :

Post-war planning and reconstruction : memorandum by Instn. of Municipal and County Engineers to M.O.W.P. on questions raised by national planning, satellite towns, new industries, roads, water-supply.

TOPOGRAPHY

ARCHITECT AND BUILDING NEWS, 1943 Feb. 26, pp. 166-7 ;
 COUNTRY LIFE, Mar. 19 :

Exhibition of prints and drawings of London at the Guildhall Library : illustrations.

PLANNING, RECONSTRUCTION (Physical and Sociological)

ARCHITECTURAL ASSOCIATION JOURNAL, 1943 Mar., pp. 66-71 ;
 and other notices :

"The political implications of planning" : address by Sir Richard Acland, M.P. (former student at A.A. School) ; and discussion.

TOWN AND COUNTRY PLANNING (including WAR-DAMAGE RE-PLANNING), GARDENS

JOURNAL, INCORPORATED CLERKS OF WORKS ASSOCIATION, 1942 Apl., pp. 47-8, 46 :

"First principle of planning" : address to T. & C.P.A. by H. Austen Hall [F.] : also reply to criticism on the R.A. plan.

ARCHITECT AND BUILDING NEWS, 1943 Mar. 5, pp. 176-8, 183 ;
 ARCHITECTS' JOURNAL, Feb. 25, pp. 140-3, 147, 134, 136-7 ; Mar. 4, passim ;

ARCHITECTURAL REVIEW, Apl. :
 BUILDER, Feb. 26, pp. 193-5, and subsequent issue ;

BUILDING, Mar., pp. 54-8, 52 ;
 COUNTRY LIFE, Feb. 26, pp. 396-9 ;

JOURNAL R.I.B.A., Feb., pp. 75-84 ; Mar., pp. 99-102 ;
 NATIONAL BUILDER, Mar. ;

OFFICIAL ARCHITECT, Mar. :
 "Rebuilding Britain" : R.I.B.A. Reconstruction Committee's ex-

hibition at the National Gallery. (A.J.) illustrated summaries, and (Mar. 4) views of opening. (Br., Feb. 26 ff.) Articles under same title by R. Myerscough Walker, also (Feb. 26) review of R.I.B.A. handbook, and (Mar. 5) of opening. (Cy. LIFE) Cities of the future: illustrated review, by C. Hussey. (J.R.I.B.A.) article, notes and illustrations—including "growth of London," diagram maps on squares: (Mar.) opening speeches. (A.B.N., BLDG.) Opening speeches and illis. (A. REV.) Special number.

JOURNAL, TOWN PLANNING INSTITUTE, 1943 Mar.-Apl., pp. 99-104: Town and country planning: report by the Institute's Scottish branch to the Department of Health for Scotland. Maximum and minimum community sizes; relationship of parts of a community; transport facilities and development, and other questions.

TASK (Cambridge, Mass.), 1942, No. 3, pp. 13-20:

"These men have plans: what are the planners doing to combat their influence?"—landowners, mortgagees, and speculators in U.S. Article by Henry Reed, advocating collective action by architect-planners.

ARCHITECT AND BUILDING NEWS, 1943 May 7, p. 91: Planning, preservation and progress—an address by Osbert Lancaster at the English Town Exhibition, St. Martin's School of Art, London, for National Trust.

OFFICIAL ARCHITECT, 1943 Jan., pp. 22-4:

"Planning without architects": symposium, in answer to a questionnaire, from official architects.

OFFICIAL ARCHITECT, 1943 Jan., pp. 25-6:

Uthwatt report: proposed revisions in assessment of compensation on compulsory acquisition, by the legal correspondent.

JOURNAL, LAND AGENTS' SOCIETY, 1943 Feb., pp. 40-54:

Expert Committee on Compensation and Betterment: observations on its proposals to the Paymaster-General.

JOURNAL, AUCTIONEERS' AND ESTATE AGENTS' INSTITUTE, 1943 Mar., pp. 109-13:

Uthwatt Committee report: memorandum of observations sent to the Paymaster-General, the Ministry of T. & C.P., and others.

ARCHITECTS' JOURNAL, 1943 May 6, p. 394:

Prof. W. G. Holford [A.], Chief Research Officer, Ministry of Planning; photograph and short biographical note.

BUILDING, 1943 Mar., p. 59; pp. 60-2:

Town and country planning: answers by A. C. Bossom [F.] to questions on post-war probable conditions. Also, "The Battle for post-war Britain": by B. S. Townroe [Hon.A.] and Arnold Whittick.

JOURNAL, TOWN PLANNING INSTITUTE, 1943 Mar.-Apl., pp. 105-9:

Aesthetic appreciation of physical environment: paper by Col. W. S. Cameron at Manchester.

ARCHITECT AND BUILDING NEWS, 1943 May 7, p. 93:

ARCHITECTS' JOURNAL, May 13, pp. 321-4;

BUILDER, May 7, p. 437:

Research and classification in town planning. Address by Prof. W. G. Holford [A.] to Town Planning Institute, 29 April. "An attempt to define the terms of a national survey" of Britain. In BUILDER, title "Towards a National Planning Survey."

JOURNAL, TOWN PLANNING INSTITUTE, 1943 Jan.-Feb., pp. 62-7:

Planning in Poland: article by Dr. Malessa, with key maps of the country.

SOUTH AFRICAN ARCHITECTURAL RECORD (Johannesburg), 1942 Dec., pp. 361-7:

"National planning, with particular reference to regional planning, town planning and housing" (in various countries); paper by G. E. Pearce.

SOUTH AFRICAN ARCHITECTURAL RECORD (Johannesburg), 1942 Dec., pp. 368-83, 360:

The T. V. A.: "an experiment in regional planning"; illustrated survey by M. L. Bryer [A.].

JOURNAL, CHARTERED SURVEYORS' INSTITUTION, 1943 Jan., pp. 337-43:

Land utilisation in rural areas: the Scott report. Address by Dr. Dudley Stamp.

OFFICIAL ARCHITECT, 1943 Feb., pp. 68-9:

The Scott report: short article by the legal correspondent.

ARCHITECTURAL DESIGN AND CONSTRUCTION, 1943 Feb.;

BUILDING, Feb.;

OFFICIAL ARCHITECT, Feb., pp. 70-73:

Exhibition, "Living in the Country," based on the Scott report; prepared for the Housing Centre by Miss P. J. Owen [A.]. (OFFL. A.): Opening address by Dr. Dudley Stamp. For housing unit see separate entry.

ARCHITECT AND BUILDING NEWS, 1943 Apl. 23, pp. 61-2;

ARCHITECTS' JOURNAL, Apl. 29, pp. 290-2:

The planning of rural areas: fifth R.I.B.A. town planning lecture, by Thomas Sharp [L.].

ARCHITECTURAL RECORD (New York), 1943 Jan., pp. 71-82:

"Planned communities": building types study; two articles, one on Planned principles in war-time, by T. B. Augur, the other, Planning the postwar community, by T. W. Mackesey and G. D. Clarke; illustrated by residential area lay-outs (including Willow Run) and views. Also time-saver standards: road and curb sections, and F.H.A. (Land Planning Division) planning standards.

ARCHITECTURAL RECORD (N.Y.), 1943 Feb., pp. 44-8:

"Planned communities: a speculative survey of their future"; article by Roland Wank.

ARCHITECT AND BUILDING NEWS, 1943 Mar. 12, pp. 197-8, and subsequent issue;

ARCHITECTS' JOURNAL, Mar. 18, pp. 193-6 & xxxiv;

BUILDER, Mar. 19, p. 270;

JOURNAL R.I.B.A., Apl.;

NATIONAL BUILDER, Apl.;

Town and city: second R.I.B.A. lecture; by Prof. W. G. Holford [F.]. (Br.): summary.)

ARCHITECT AND BUILDING NEWS, 1943 Feb. 5, pp. 118-9;

ARCHITECTS' JOURNAL, Feb. 4, pp. 89, 93-5, 96;

ARCHITECTURAL DESIGN AND CONSTRUCTION, Feb., pp. 38, 41;

BUILDER, Jan. 39, p. 113;

BUILDING, Feb., p. 46:

Design for a new town: view of model by Thomas Sharp, recently exhibited (also plan, A.B.N.), and note. (A.J.): "before" (rural site) and "after," and detail views.

ARCHITECTURAL FORUM (N.Y.), 1943 Mar., pp. 37-54:

"The Town of Willow Run." Designs by six groups of architects for buildings in an ideal town—not yet built—adjacent to the vast Ford aero factory at Ypsilanti for 6,000 workers and their families. The project was conceived realistically to meet an urgent need, with F.P.H.A. and Trade Union support, but was never carried out. Was proving ground for most advanced ideas on housing and city planning. Architects: Saarinen & Swanson (town centre, community buildings); Mayer & Whittlesey; Skidmore, Owings, Merrill & Andrews; Stonorov & Kahn.

REVISTA DE ARQUITECTURA (Buenos Ayres), 1942 Nov. (recd. 1943 Apl.):

Buenos Ayres: "catastro" or property register, including sectional plans and vertical aerial photographs.

JOURNAL, TOWN PLANNING INSTITUTE, 1943 Jan.-Feb., pp. 67-9:

Replanning the central areas of big cities; short article by Sir Gwilym Gibbon.

JOURNAL, INSTITUTION OF MUNICIPAL AND COUNTY ENGINEERS, 1943 Mar. 2, pp. 312-20:

Replanning of central town areas: paper by M. E. Habershon, with imaginary lay-out (including rail and bus stations, markets, car parks, and roundabouts); also discussion.

IRISH BUILDER, 1943 Mar. 27, p. 121; Apl. 10:

Planning the future Dublin: paper to Royal Dublin Society, by Manning Robertson [F.]. Zoning diagram plan.

BUILDER, 1943 Feb. 5, pp. 128-9;

BUILDING, Mar., pp. 67-9:

"A plan for 'Greater London,'" by A. Trystan Edwards [F.]: cruciform concentrated built-up areas to the cardinal points with green wedges between. (Bg.): Also suggested sites for new towns.

ARCHITECTURE ILLUSTRATED, 1943 Jan.;

R.A. plan for London: further reference. (Including view of Tower Hill scheme.)

ARQUITECTURA (Habana, Cuba), 1943 Jan., pp. 6-12:

The New London projected: article by Sir Charles Bressey on R.A. plan, illustrated.

STUDIO, 1943 Feb., pp. 42-7:

The R.A. plan for central London: article by Prof. C. H. Reilly [F.], with many reproductions.

ARCHITECT AND BUILDING NEWS, 1943 May 7, pp. 83—;

ARCHITECTS' JOURNAL, 1943 May 13, pp. 316-17;

BUILDER, May 7, pp. 407—;

The Royal Academy London plan. Drawings and models from the R.A. Summer Exhibition showing the revised version.

ARCHITECTS' JOURNAL, 1943 Apl. 1, pp. 228, xxvi:

London's place in the national plan: paper by W. R. Davidge [F.] to the T.C.P.A. and N.A.L.G.O.

ARCHITECTS' JOURNAL, 1943 Apl. 22, pp. 269-72:

Preston (Lancs.) replanning scheme: unofficial exhibition, accompanying "Living in cities," organised by local architects (Geo. Grenfell Baines [A.] and partners) and others. With house type plans, partially terraced.

(To be continued)

MEMBERS SERVING WITH THE FORCES THIRTY-FIFTH LIST

KILLED

McINTYRE, EDWARD M. [A.], L. Sgt. R.E.
PRITCHARD, R. K. E. [S.], Lieut. R.E.

MISSING, PRESUMED KILLED

BILLING, J. M.M. [A.], R.A.F.
DAVIS, E. E. [A.], Lieut. R.N.V.R.
GAYTON, J. D. [S.], Sgt. R.A.F.

PRISONERS OF WAR

BORRETT, A. R. [A.], Major R.E.
DENMAN, JOHN B. [A.], A/Major R.E.
PAGE, LINCOLN [A.], Singapore Defence Force.
WRIGHT, A. M. J. [A.], 2nd Lieut. Hong Kong Defence Corps.

DISTINCTION

WATERS, A. B. [A.], Capt. R.E.
Awarded M.B.E. (Military Division)

UNITS AND RANKS OF SERVING MEMBERS

ADDISON, A. J. [S.], Pte. General Service Corps.
ARMSTRONG, E. W. [F.], Squadron Leader R.A.F.
BARLOW, L. [A.], Lieut. R.E.
BARNARD, A. F. G. [A.], Capt. R.E.
BATT, BERTRAM [A.], Lieut. R.E.
BAXTER, D. [A.], Lieut. R.E.
BEATON, JOHN R. [A.], Lieut. Indian Engineers.
BEDWELL, FRANK W. J. [A.], A.C.I. R.A.F.
BIGGS, A. G. [S.], Lieut. R.E.
BLEASE, LESLIE [A.], 2nd Lieut. R.E.
BLIGH, J. R. DE CLIFTON [A.], 2nd Lieut. R.E.
BRIGHTLING, S. C. [A.], Lieut. R.E.
BROMAGE, F. W. A. [S.], Cpl. R.A.F.V.R.

BROWN, FRANCIS A. [L.], Capt. R.E.
BULBECK, R. S. [S.], S/Sgt. R.E.M.E.
CHASE, R. G. M. [A.], Capt. R.E.
CLARK, H. ANTHONY [L.], 2nd Lieut. R.E.
CORFIELD, C. W. ROGER [S.], Capt. R.E.
CUNNINGHAM, J. [A.], 2nd Lieut. R.E.
CURRELL, A. J. M. [A.], Lieut. R.E.
DARLOW, H. A. J. [S.], Capt. R.E.
DEY, W. G. [A.], Capt. Gordon Highlanders.
FEVER, R. A. [A.], Lieut. R.E.
FISK, W. W. [A.], 2nd Lieut. R.E.
FLETT, G. [A.], Lieut. East African Engineers.
FOOTE, G. E. [A.], Lieut. R.E.
GIBSON, C. E. D. [A.], L.A.C. R.A.F.
GOODIN, F. G. [A.], Lieut. R.E.
GOULD, S. C. [A.], 2nd Lieut. R.E.
GRAHAM, A. M. [A.], Capt. R.A.
GRATTON, T. O. W. [A.], Lieut. R.E.
GREGORY, L. E. [A.], Capt. R.E.
HARDY, K. O. W. [S.], Capt. R.A.
HARRIS, K. W. F. [F.], Lieut. R.E.
HASTINGS, B. C. C. [S.], Cadet R.A.
HAYTON, M. [A.], 2nd Lieut. R.E.
HEPWORTH, A. J. [S.], Pte. General Service Corps.
HERSHMAN, A. [S.], A.C.2. R.A.F.V.R.
HEWITT, F. A. [A.], Lieut. R.E.
HILL, F. A. R. [A.], Sgt. R.A.F.
HUNT, L. E. G. [A.], Lieut. R.E.
HUNT, R. A. [A.], 2nd Lieut. R.E.
HYETT, F. L. [L.], Lieut. R.E.
INGLIS, C. W. A. [A.], Major Indian Engineers.
JAGGARD, W. T. [A.], 2nd Lieut. New Zealand Artillery.
JAVES, B. V. [A.], Lieut. R.E.
KERR, H. VICTOR [F.], Lieut. Col. R.A.
LANGHAM-HOBART, H. W. [S.], Lieut. East African Engineers.

LEWIS, C. R. E. [S.], Spr. R.E.
LEWIS, M. D. [S.], Gnr. R.A.
MABLEY, P. J. [A.], Tpr. R.A.C.
McKELVIE, J. N. [S.], Pte. I.T.C.
NICOL, R. A. [A.], Lieut. N.Z. Engineers.
OGSTON, A. J. [L.], Officer Cadet R.E.
OXLEY, RALPH [A.], L/Cpl. R.E.
PLAYNE, EDWARD [A.], Lieut./Commander R.N.V.R.
POOLE, MELVILLE M. F. [A.], Capt. Directorate of Works.
POWELL, MAYNARD H. [A.], Capt. R.E.
ROBERTSON, R. A. [S.], 2nd Lieut. R.E.
RUGG, ERIC [A.], Lieut. R.E.
RYLAND, G. H. [F.], Major R.E.
SEALEY, W. G. [S.], Lieut. R.E.
SMITH, LESLIE T. J. [A.], Lieut. R.E.
SMITH, PETER T. [L.], Lieut. R.E.
STEPHEN, G. ROSS [A.], S/Sgt. S.A. Works Directorate.
SUNDERLAND, E. S. [A.], Lieut. R.N.V.R.
SUNDERLAND, F. A. [S.], 2nd Lieut. R.E.
TAYLOR, K. R. [S.], Sgt. R.E.
THOMPSON, G. P. A. [S.], Capt. R.A.
VERNON, F. C. [A.], L.A.C. R.A.F.
VICKERY, C. R. B. [A.], L/Cpl. Royal Corps of Signals.
WALKER, P. R. [A.], Major R.E.
WALTHO, GEOFFREY [A.], Capt. R.E.
WALLS, H. F. [A.], Captain R.E.
WOODCOCK, W. R. [S.], Pilot Officer R.A.F.
WORMELL, R. T. [S.], L. Cpl. Royal Corps of Signals.
WYNN-THOMAS, D. [F.], Major R.A.O.C.
YOUNG, J. S. A. [A.], 2nd Lieut. R.E.

INVALIDED OUT OF THE FORCES

GARDHAM, EDGAR [A.], Capt. R.E.
HASWELL, G. J. W. [A.], Spr. R.E.

Notes

PROBATIONERS R.I.B.A.

REGULATIONS FOR ENROLMENT

Members are reminded that in accordance with the Interim Report of the R.I.B.A. Special Committee on Architectural Education, published in the JOURNAL of March, 1942, candidates who have not yet started their architectural training will not be enrolled as Probationers unless they have passed one of the specified qualifying examinations. A list of these can be obtained on application to the Secretary.

Candidates who have commenced their architectural careers will be allowed to make special applications up to the end of March, 1946. This does not mean, however, that a high standard of general education will not be insisted upon. All such candidates are required to be interviewed by one of the Heads of the Recognised Schools of Architecture, and they will not be accepted unless their general education approximates closely to the standard of the School Certificate or equivalent examination.

It is most important that members should not take boys or girls into their offices unless they possess one of the qualifications laid down, but if they have done so, the pupils should be warned that it will be essential for them to obtain one of the recognised qualifications if they wish eventually to become members of the R.I.B.A. or to be admitted to the examinations which are a qualification for admission to the Register.

THE INTERMEDIATE EXAMINATION, MAY, 1943

The R.I.B.A. Intermediate Examination was held in London, Manchester, Leeds and Belfast from 21 to 27 May, 1943.

Of the 111 candidates examined, 41 passed and 70 were relegated. The successful candidates are as follows:

Austin, (Miss) Patricia R.
Bancroft, Bernard (Subject to completion of Testimonies of Study).
Baxter, Gerald M.
Belam, Leonard H. G.
Bennett, Simon de C.
Blyth, Philip J.
Brooks, (Miss) E. Kathleen.
Downie, (Mrs.) Margaret N.
Duckworth, R. Bryan.
Elliott, E. Graham.
Fenwick, Hubert W. W.
Fiford, Lionel A. F.
Finch, John H.
Gazzard, Roy A. J.
Harries, (Miss) M. Wendy.
Hewish, Ronald A.
Huggett, Bernard W.
Johnson, E. Austen.
Kelly, Gerard A.
King, E. Platten (Subject to completion of Testimonies of Study).
Lancaster, Frank W.
Luck, Leonard E.
McCulloch, Allan G.
McMordie, Harold M.
Mellor, Raymond W.
Miller, Kenneth G.
Miller, P. Gordon.
Moss, Arnold.
Nibbs, (Miss) Margaret.
Parker, Cyril A.
Peachey, Norman A.
Polti, Aristide F.
Radford, Hedley G. (Subject to completion of Testimonies of Study).
Smith, Harold.
Sprinz, Hellmut.
Thorne, George E. (Subject to completion of Testimonies of Study).
Tingey, Francis J.
Tranter, James H.
White, D. Ivor.
Wright, John.
Wrigley, Derek F.

ARCHITECTURAL CO-OPERATION IN YORKSHIRE

The three Yorkshire Architectural Societies report an interesting new development in the establishment of a Yorkshire Architectural Council as a body to help in the achievement of closer liaison be-

tween them and to consider and take decisions in regard to questions of mutual professional interest. A Yorkshire technical Liaison Committee has also been formed consisting of representatives of Yorkshire architects, engineers, and surveyors.

The societies concerned are the Sheffield, South Yorks and District Society of Architects and Surveyors, the West Yorks Society of Architects and the York and East Yorks Architectural Society.

ARCHITECTURAL AWARD CAPE OF GOOD HOPE

The Cape Provincial Institute's Architectural Medal, awarded annually for the best example of architecture executed within the Province of the Cape of Good Hope, has been awarded, for the year 1942, to Messrs. Owen, Eaton & Merrifield (F/A.), of Port Elizabeth.

The buildings in connection with which the award was made are the new banking premises recently completed in Port Elizabeth for the Standard Bank of South Africa.

TEACHING APPOINTMENT VACANT

APPLICATIONS are invited for the post of temporary FULL-TIME TEACHER of ARCHITECTURE in THE POLYTECHNIC, REGENT STREET, LONDON, SCHOOL OF ARCHITECTURE SURVEYING AND BUILDING, to commence duties on 20 September. Candidates must be Fellows or Associates of the R.I.B.A. The Degree or Diploma of a recognised School of Architecture and good teaching and professional experience are desirable qualifications.

Salary in accordance with the Burnham Technical Scale for London (Plus war-time bonus), subject to the usual 5 per cent. deduction for superannuation.

Forms of application, which must be returned not later than 14 August, can be obtained by sending a stamped addressed foolscap envelope to the Director of Education, The Polytechnic, 309 Regent Street, W.1.

TOWN AND COUNTRY PLANNING SUMMER SCHOOL. BIRMINGHAM UNIVERSITY—24-31 AUGUST.

The Town and Country Planning School, which operates under the auspices of the Town Planning Institute, discontinued its annual meetings at the outbreak of war. The Organising Committee now feel that the holding of a School this year would be welcomed.

Arrangements have accordingly been made for the School to be held at the Birmingham University, Edgbaston, from 24 to 31 August, 1943. Excellent, though limited, residential accommodation is available in one of the near-by University Hostels.

The programme is this year being designed as a Refresher Course comprising a broad survey of some of the main problems of National Survey and Planning. Among the subjects to be discussed in so far as they are related to Physical Planning will be: *The Economics of World Trade; The Location of Industry; Sociology; Recreation and Amenities (including National Parks); Housing and Residential requirements.*

The West Midland Group on Post War Planning have kindly agreed to participate in the work of the School and will deal particularly with Survey and Research.

There will also be discussion groups in which members can pool their experience and knowledge.

The fee for membership is £2 2. 0 for the full week or 10s. 6d. per day. The charge for board and lodging will be 12s. 6d. per day. Accommodation can only be reserved in the hostel for those who stay the whole week. Practising Planners will have the first call on such accommodation. Those interested should communicate at once with the Honorary General Secretary (W. L. Waide), 75 Westfield Road, Edgbaston, Birmingham, 15, from whom booking forms may be obtained.

Membership Lists

ELECTION: JUNE, 1943.

The following candidates for membership were elected in June, 1943.

AS HON. FELLOW (1)

PORTAL: THE RT. HON. LORD, P.C., D.S.O., M.V.O., V.L., Whitechurch, Hants.

AS FELLOWS (3)

The following Licentiates are qualified under Section IV, Clause 4 (c) (ii) of the Supplemental Charter of 1925:—

HAMMOND: COL. FREDERIC SNOWDEN, D.S.O., O.B.E., Order of the Nile.

READING: ALBERT FREDERICK WARTH, Nottingham.
WILSON: HENRY, O.B.E., Grangemouth.

AS ASSOCIATES (9)

BOOKER: LAWRENCE CHARLES, Sydney, Australia.
COOKE: BERNARD STANLEY, Johannesburg, S. Africa.
DUFFY: HUGO, B.Arch., Dublin.
FRIENDLY: MISS JAE, B.Arch. (Rand.), Johannesburg, S. Africa.
HOSKINGS: HERBERT NEVILLE.
MOFFAT: JOHN BOYD, Durban, S. Africa.
O'MALLEY: MISS MARIE, B.Arch., Barna, Co. Galway.
PAXTON: DAVID RAYMOND PRYCE, Stafford.
RILEY: CHARLES FREDERICK, Dip.Arch., Dip.T.P. (Manct.), Macclesfield.

AS LICENTIATES (29)

ADAM: WILLIAM JOHN.
BLISS: GEORGE HAROLD.
CARTER: WILLIAM MATTHIAS.
CUBITT: FREDERICK WILLIAM.
DAVIS: GRAHAM ROBERT OSWALD, Plymouth.
GOLDING: ROLAND CLAUDE NEVILLE.
HAJES: HARRY NORMAN.
HAYSON: ERNEST WILLIAM, Birmingham.
HEWARD: GEORGE TYRER.
HOUGH: JOHN, Leeds.
JACK: MISS LILIAN EUGENIE.
JOHNSON: CYRIL JOHN, Chatham.
LYONS: ERIC ALFRED, Birmingham.
MCANALLY: ALEXANDER, Glasgow.
MUMMERY: JOHN FRANK.
PICKERING: WILLIAM LONGFIELD, Newcastle-on-Tyne.
PRATT: ARTHUR WILLIAM, Leeds.
ROBINSON: HAROLD CONYERS, Hull.
RUDDICK: LAWRENCE HOPE, York.
SIMPSON: JOSHUA JAMES, Northallerton.
SMITH: COLIN HOLDEN, Birmingham.
STOTT: JAMES HERBERT, Bradford.
STUBBS: ALAN VALENTINE.
SUNLIGHT: JOSEPH, Manchester.
SWEET: FRANK ALAN, Rugeley.
THEOBALD: CHARLES REGINALD, Boston, Lincs.
WARNER: ION VICTOR GODFREY HAMILTON, Edinburgh.
WATT: JOHN, Edinburgh.
WILLIAMS: ARTHUR ERNEST, Shrewsbury.

ELECTION: SEPTEMBER, 1943.

An election of candidates for membership will take place in September, 1943. The names and addresses of the candidates, with the names of their proposers, found by the Council to be eligible and qualified in accordance with the Charter and Byelaws are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary R.I.B.A. not later than Saturday, 14 August, 1943.

The names following the applicant's address are those of his proposers.

AS FELLOWS (5)

ALEXANDER: ANDREW GORDON [A. 1929], Ministry of Works, Abell House, John Islip Street, S.W.1; Little Orchard, Cavendish Road, Chiswick, W.4. C. J. Mole, S. H. Loweth and Joseph Hill.
ASHBURNER: EDWARD HEATHCOTT, B.Arch. [A. 1925], City of Lancaster Electricity Dept., North Road, Lancaster; "Dalton Lea," Hest Bank Lane, Slyne-with-Hest, Lancaster. Stephen Welsh, Prof. L. B. Budden and Clifford Hickson.
HOLLAND: HARRY [A. 1920], Architectural Staff, L.M.S. Railway Co., Watford; Caswell, Bargrove Avenue, Boxmoor, Herts. W. H. Hamlyn, T. P. Bennett and Victor Heal.
JONES: CHARLES FREDERICK [A. 1919], 67 Queen Street, Cardiff; "Westfield," Rhydyphenau Road, Cardiff. Harry Teather, C. F. Bates and T. A. Lloyd.
THOMPSON: JAMES OSBERT [A. 1915], Education Dept., Newarke Street, Leicester; Fox Lane, Kirby Muxloe, Leicester. G. A. Cope, T. T. Sawday and A. F. Bryan.

AS ASSOCIATES (5)

The name of a school, or schools, after a candidate's name indicates the passing of a recognised course.

BARRY-WALSH: BRENDAN [University College, Dublin], Room 139, Law Courts, Belfast. Vincent Kelly, R. S. Wilshire and R. H. Gibson.

CAMPBELL: RUPERT CHAMBRÉ [Final], 70 Northumberland Road, North Harrow. Applying for nomination by the Council under the provisions of Bye-law 3 (d).

DARLOW: HENRY ARTHUR JACK [Final], 2a Colinette Road, S.W.15. Christian Barman, Edwin Williams and Edward Maufe.

HANLY : DAVID PATRICK, B.Arch. (N.U.I.) [University College, Dublin], Eagle Lodge, Rathgar Avenue, Dublin. J. V. Downes, Vincent Kelly and F. G. Hicks.

O'DEA : LIEUT. JOHN BAPTIST, B.Arch. [University College, Dublin], Military Barracks, Kilkenny. Applying for nomination by the Council under the provisions of Bye-law 3 (d).

AS LICENTIATES (23)

ALGER : HENRY WILLIAM, Architect's Dept., Messrs. Mackeson & Co., Ltd., Hythe, Kent ; 103 Dymchurch Road, Hythe, E. A. Jackson, H. C. Ashenden and H. Anderson.

ANDERSON : JAMES, c/o Ministry of Works, Tunbridge Wells ; 45 Lime Hill Road, Tunbridge Wells. W. J. King, S. R. Miller and C. H. Strange.

BOOTHMAN : FRANK, c/o County Architect's Dept., Bucks County Council ; 255 Bicester Road, Aylesbury, Bucks. W. T. Higgins and applying for nomination by the Council under the provisions of Bye-law 3 (d).

CAKE : RONALD HENRY, Civil Engineer-in-Chief's Dept., Shotley Gate, Suffolk ; 1 Stour View, Shotley Gate, Ipswich, Suffolk. J. V. Nisbet, A. E. Geens and Ernest Bird.

CLARKE : JOHN, 28 Market Place, Burslem, Stoke-on-Trent ; 75 Whitfield Road, Norton-le-Moors, Stoke-on-Trent. Howard Robertson and the President and Hon. Sec. of the North Staffs. A.A. under the provisions of Bye-law 3 (a).

COLLINS : ARTHUR REGINALD GEORGE, c/o Messrs. North & Partners, Queen Street Chambers, Maidenhead, Berks ; 24 Oakley Road, Caversham, Reading. G. W. North, F. Q. Farmer and Frankland Dark.

CROWTHER : JOSEPH HAWKYARD, 32 Bradford Road, Brighouse, Yorks ; 13 Woodside Crescent, Halifax, Yorks. C. Sunderland, B. R. Gribbon and J. E. Stocks.

EDWARDS : HENRY NORMAN, War Damage Commission, Cardiff ; 17 Waterloo Gardens, Cardiff. T. A. Lloyd, E. E. Edmunds and A. G. Lynham.

FUNNELL : WILLIAM ARTHUR, c/o Middlesex County Council, 20 Vauxhall Bridge Road, S.W.1 ; 21 Florence Road, Sanderstead, Surrey. David Robertson, W. T. Curtis and H. W. Burchett.

HILDITCH : JOSEPH, c/o Huyton with Roby U. D. Council ; Belmont, Whiston Lane, Prescot, Lancs. Applying for nomination by the Council under the provisions of Bye-law 3 (d).

HOLT : ROBERT CHARLES, c/o Town Hall, Runcorn, Cheshire ; "Oakdene," Victoria Road, Runcorn, Cheshire. Professor L. B. Budden, J. E. Marshall and applying for nomination by the Council under the provisions of Bye-law 3 (d).

HUTCHINSON : HOWARD BRUCE, Architect's Dept., London County Council, County Hall, S.E.1 ; 16 Gordon Place, Kensington, W.8. J. W. Hepburn, B. H. Toms and R. Wilson.

KAIN : WILFRID CHARLES, c/o Air Ministry, Bush House, London ; 52 Oakwood Avenue, Southgate, N.14. Sir Edwin L. Lutyens, A. H. Gale and A. F. C. Bentley.

LEED : JOHN ERIC RIDDLE, 21 Beaumont Street, Oxford ; 187a Ifley Road, Oxford. William Kaula, J. C. Leed and H. F. Hurcombe.

LLOYD : FFRANGCON, c/o F. A. Roberts, Esq., Earl Chambers, Mold, Flintshire ; Tunbridge House, Mold. F. A. Roberts, P. H. Lawson and F. C. Saxon.

MARSH : CHARLES ERIC WILSON, c/o Major A. J. Davidson, 16/18 Athol Street, Douglas, Isle of Man ; Riversdale, Union Mills, Isle of Man. Major A. J. Davidson, Fred. Broadbent and applying for nomination by the Council under the provisions of Bye-law 3 (d).

MAY : PERCY JOHN, c/o Ministry of Works, Cardiff, Glam. ; 6 Station Parade, Cockfosters, Barnet, Herts. T. E. Scott, Percy Thomas and the President and Hon. Sec. of the South Wales Inst. of Architects under the provisions of Bye-law 3 (a).

MEDHURST : HENRY THOMAS, "Valkyrie," 24 Queensway, Petts Wood, Orpington, Kent. L. G. Ekins, N. Martin-Kaye and G. W. North.

RADFORD : FREDERICK JAMES, c/o Messrs. Chartington & Co., Ltd., 86 Fenchurch Street, E.C.3 ; 79 Cheyneys Avenue, Canons Park, Edgware, Middlesex. S. C. Clark, Col. H. G. Stanham and A. F. G. Stanham.

RODGER : STANLEY EVELYN, c/o Chief Engineer's Dept., L.M.S. Railway Co., Watford ; 112 Cavendish Avenue, Ealing, W.13. W. H. Hamlyn and applying for nomination by the Council under the provisions of Bye-law 3 (d).

SMITH : WILLIAM FARQUHARSON, 47 Strathmore Street, Kinghorn. Applying for nomination by the Council under the provisions of Bye-law 3 (d).

STRINGER : GEORGE JAMES WILLIAM, c/o R. G. Muir, Esq., Gerrards Cross, Bucks ; "Naina Tal," 3 Iver Lane, Iver, Bucks. R. G. Muir and applying for nomination by the Council under the provisions of Bye-law 3 (d).

TATE : JOHN WHITE, 35 Spencer Road, Wigan. Applying for nomination by the Council under the provisions of Bye-law 3 (d).

ELECTION : NOVEMBER, 1943.

An election of candidates for membership will take place in November 1943. The names and addresses of the overseas candidates, with the names of their proposers, are herewith published for the information of members. Notice of any objection or any other communication respecting them must be sent to the Secretary R.I.B.A. not later than Monday, 25 October 1943.

The names following the applicant's address are those of his proposers.

AS FELLOW (1)

WALGATE : CHARLES PERCIVAL [A. 1913], 32 Barclays Bank Building, Adderley Street, Cape Town ; "Silverstream," Clovelly, P. O. Kalk Bay, C.P. Professor L. W. T. White, F. K. Kendall and H. J. Brownlee.

AS ASSOCIATES (5)

The name of a school, or schools, after a candidate's name indicates the passing of a recognised course.

BOCK : HANS EDDIE, B.Arch. [Rand.] (Passed a qualifying Examination approved by the I.S.A.A.), 27 7th Avenue, Parktown North, Johannesburg. Robert Howden, A. S. Furner and S. C. Dowsett.

LEVY : DENZIL NATHAN DAVID, B.Arch. [Rand.] (Passed a qualifying Examination approved by the I.S.A.A.), "Synagogue House," Deare Street, Port Elizabeth. F. O. Eaton, V. T. Jones and J. S. Cleland.

MCALISTER : WILLIAM ALBERT (Passed a qualifying Examination approved by the R.A.I.A.), 83 Manning Road, Double Bay, New South Wales, Australia. C. C. Ruwald, J. F. Hennessy and J. C. Fowell.

MALCOLM : NIGEL KENNETH ROY (Passed a qualifying Examination approved by the R.A.I.A.), 1 Patrick Street, Hurstville, Sydney, New South Wales. Professor A. S. Hook, J. C. Fowell and Professor Leslie Wilkinson.

SKARRATT : ERIC NORRIS (Passed a qualifying Examination approved by the R.A.I.A.), "Mountside," Glenbrook, New South Wales. Professor A. S. Hook, J. C. Fowell and Professor Leslie Wilkinson.

Notices

THE USE OF TITLES BY MEMBERS OF THE ROYAL INSTITUTE

In view of the passing of the Architects Registration Act 1938, members whose names are on the Statutory Register are advised to make use simply of the title "Chartered Architect" after the R.I.B.A. affix. The description "Registered Architect" is no longer necessary.

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A.R.I.B.A., aged 34, with A.M.T.P.I. qualification, now engaged as Assistant Civil Engineer, would like to set up in post-war practice in West Country in partnership with Architect or Quantity Surveyor. Enquiries invited.—Box 2563, c/o Secretary R.I.B.A.

ASSOCIATE, invalided from Army, seeks partnership with older member, preferably in Provinces. Capital available.—Reply, Box 2363, c/o Secretary R.I.B.A.

GROUP PRACTICE.—London Architects desire discuss possibilities with architects, engineers, surveyors and others in building industry similarly interested.—Box 1663, c/o Secretary R.I.B.A.

ASSOCIATE wishes to purchase well-established practice (architects or architects and surveying). London essential. A partnership would be considered.—Write, Box 1163, c/o Secretary R.I.B.A.

ADDRESSES

MESSRS. JAMES & BYWATERS and ROWLAND PIERCE (5 Bloomsbury Street, W.C.1) announce that their Telephone number has been changed to Museum 1403.

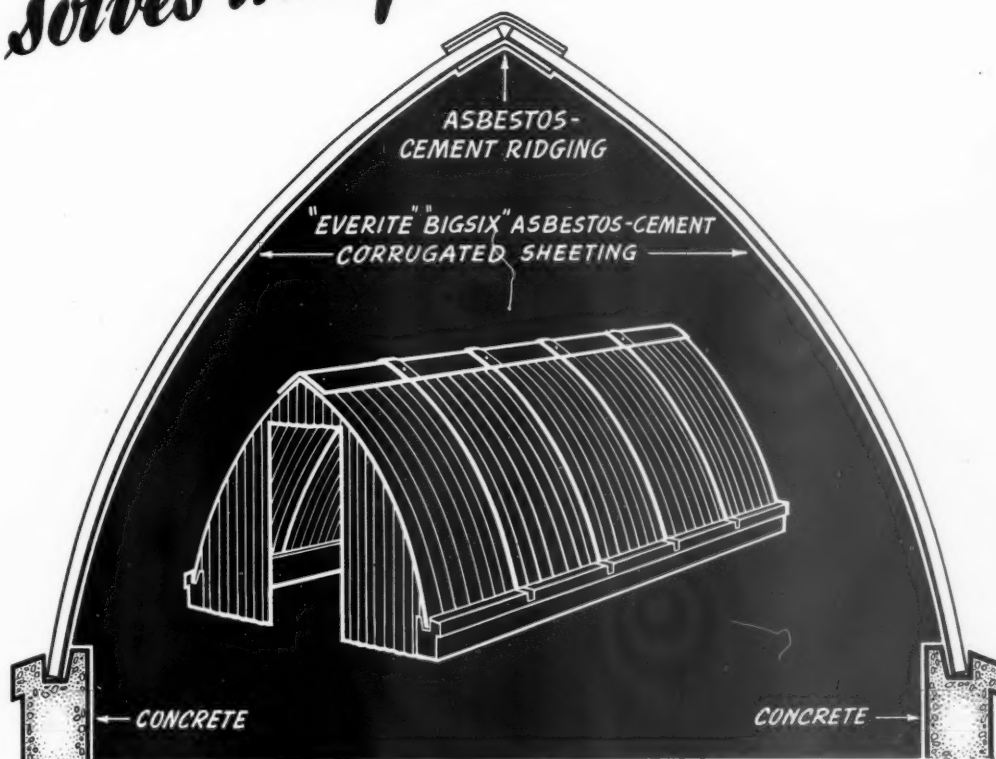
The present address of MESSRS. GILLESPIE, KIDD & COIA [F.] is 7 Hamilton Drive, Glasgow, W.2 (Telephone : West 1095).

MR. A. ROLAND WALSHINGHAM [L.] is carrying on his practice for the duration of the war at 50 High Grove Road, Cheadle, Cheshire. Telephone : Gatley 4044.

A.R.I.B.A., with address in the Temple, offers furnished office accommodation to another architect or surveyor. Good opportunity for commencing practice, or for provincial firm requiring London address.—Write, Box 2263, c/o Secretary R.I.B.A.

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THE QUESTION MASTER, opening the first session of a new technical series, said: We are proposing to deal with various knotty problems. Our home team is all set, and consists of Professor Noad-Hall, Dr. Treat M. Roughly and Captain Campstool. We also have as a guest an expert who prefers to remain anonymous, though I hope he won't—er—remain silent. Now the first question comes from an American officer, stationed in this country. What, he asks, is frosted glass? Is it ever found in England, where they don't use ice, and anyway, just what is it? Well—there's the question: what is frosted glass? Campstool?

CAPTAIN CAMPSTOOL: Well, when I was in the Arctic in '96, we never found we needed any ice for our glasses. Frosted glass—? Isn't that the effect of frost on the window pane in cold weather?

DR. ROUGHLY: Obviously. Frosted glass is glass with a deposit of frozen water, or thin ice, coating its external surface.

QUESTION MASTER: That seems to answer—yes? Oh! Our expert has a view.

THE EXPERT: Frosted glass is a misnomer for glass that is obscured by acid or sandblasting. This form of surface obscuration is sometimes called frosting, but the term, which is non-technical and misleading, is sometimes applied to cathedral glass, which is translucent but not transparent.

QUESTION MASTER: Thank you, sir. I think that—

PROFESSOR NOAD-HALL: Surely there is a distinct element of confusion in this explanation. Cathedral glass has been mentioned. Now, how can the stained glass which we associate with the windows of sacred edifices possibly resemble or be confused with, even in the minds of the uninstructed, the obscuration that follows the action of acid or—what was the other term?

THE EXPERT: Sandblasting.

CAPTAIN CAMPSTOOL: Sandblasting? I remember when I was crossing the Gobi Desert in 1903 or was it 1906—anyway, the sand got into everything, even into the sealed tins of bully and the concentrated alcohol tablets that—

QUESTION MASTER: One moment, Campstool. Noad-Hall has the floor.

PROFESSOR NOAD-HALL: Now can the misdescription, frosted, possibly be confused with stained glass windows?

QUESTION MASTER: I think we'll ask the expert to get us out of this one.

THE EXPERT: Cathedral glass is a generic name for white or coloured glasses impressed with irregular patterns.

CAPTAIN CAMPSTOOL: Lets in the dim, religious light, and all that, what?

QUESTION MASTER: Satisfied, Noad-Hall?

PROFESSOR NOAD-HALL: No.

QUESTION MASTER: Very well, we must pass on—

DR. ROUGHLY: I am perfectly satisfied.

QUESTION MASTER: The next question is also about glass. It comes from a corporal in the A.T.S., stationed in Little Dripping. Will houses be built of glass bricks after the war? That's her question. Will houses be built of glass bricks. She goes on to say, that she doesn't think it would be quite nice to have the neighbours looking at everything you were doing. Roughly?

DR. ROUGHLY: We have an exaggerated respect for privacy, which must inevitably preclude us from enjoying the social cohesion that can alone produce a properly integrated society. If everybody's life was open, if their day-to-day actions could bear public scrutiny—

PROFESSOR NOAD-HALL: Nonsense! People aren't fish.

DR. ROUGHLY: In common with fish, men are vertebrates. We have a common ancestry.

CAPTAIN CAMPSTOOL: Well, I don't know about common ancestry, I'm not sure what it means, though, of course, I believe in democracy; but let's have some common sense: you try living in a glass house in England in November, or in Scotland at any time of the year. I remember, once, off the Hebrides, we were trawling for giant squids—

DR. ROUGHLY: There are no giant squids in those latitudes.

CAPTAIN CAMPSTOOL: That's what we found out, but—

QUESTION MASTER: Can we get back to the question: Will post-war houses be built of glass bricks?

PROFESSOR NOAD-HALL: Certainly not.

QUESTION MASTER: What does the expert say?

THE EXPERT: Glass bricks cannot replace real bricks. They are non-load-bearing units, which will carry their own weight with a wide safety factor up to any practical height, and they can be laid like ordinary bricks. They are not transparent, but they are translucent and admit and diffuse light, and can be used in those places where daylight is needed, and an open window is not, and where you don't want to see outside. To build an entire house of them would be impractical, though it would be no colder than a house built with ordinary bricks. Incidentally the inhabitants would not be visible, except as shadows, from the exterior.

QUESTION MASTER: I think that answers the question very adequately—I was afraid—er—that the questioner had dropped a glass brick, but—

DR. ROUGHLY: I am not satisfied. What authority has this anonymous guest for making these highly technical statements?

QUESTION MASTER: As a matter of fact, and this is very fortunate for us, as we seem to have hundreds of questions about glass to face in the next few sessions, as a matter of fact, he's from Pilkington Brothers, Limited, of St. Helens in Lancashire: and they happen to know rather a lot about glass. They've been making it since 1826.

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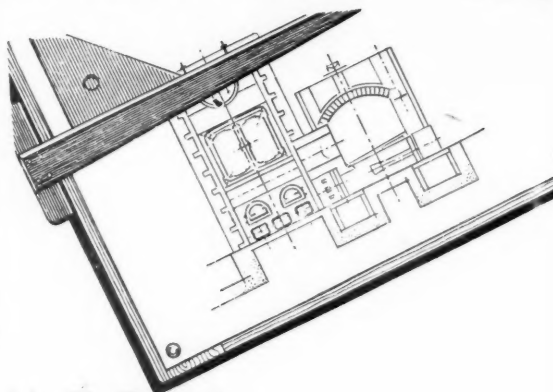


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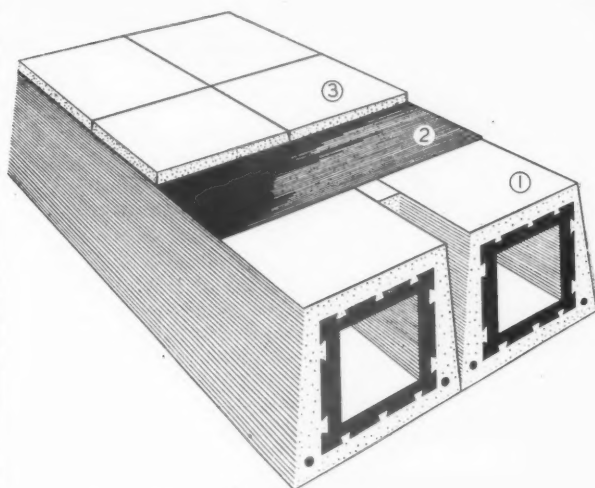
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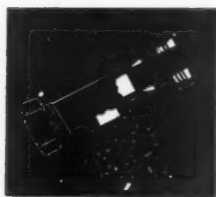
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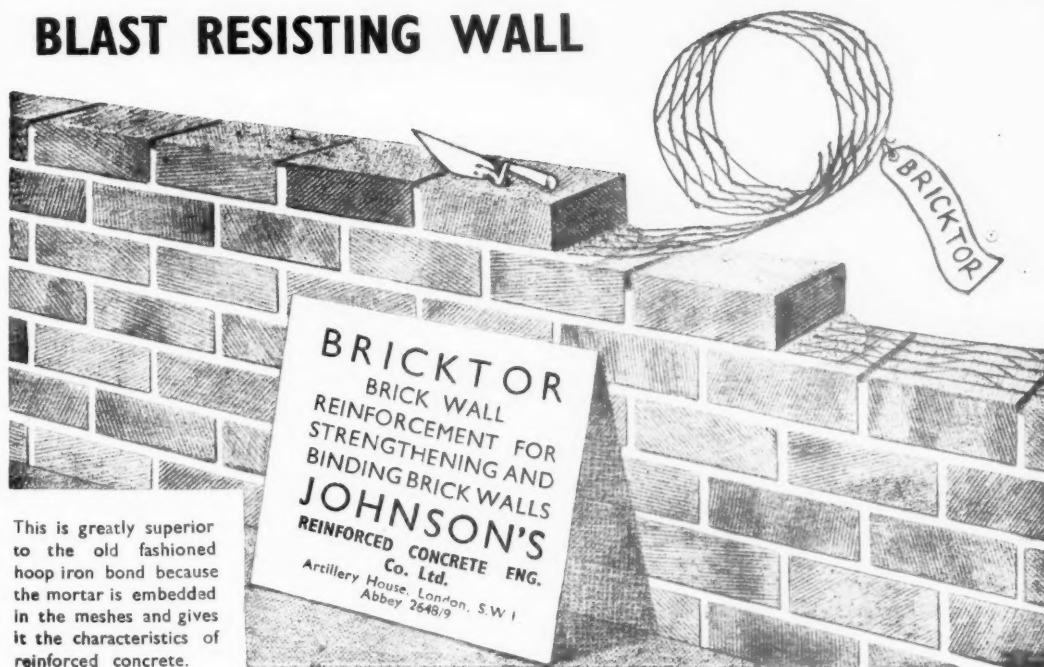
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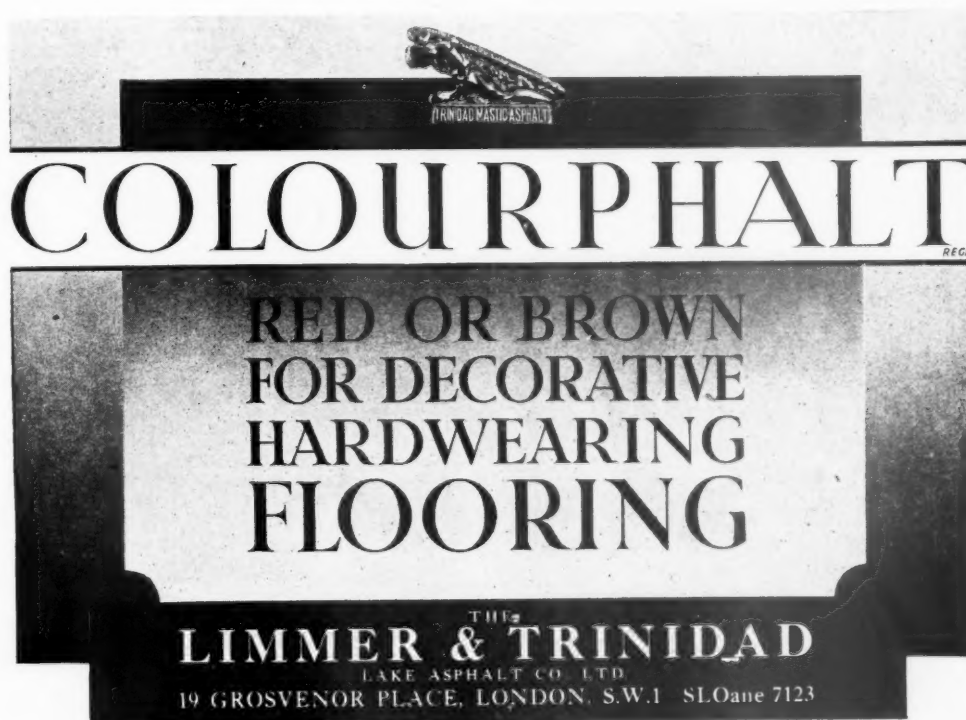
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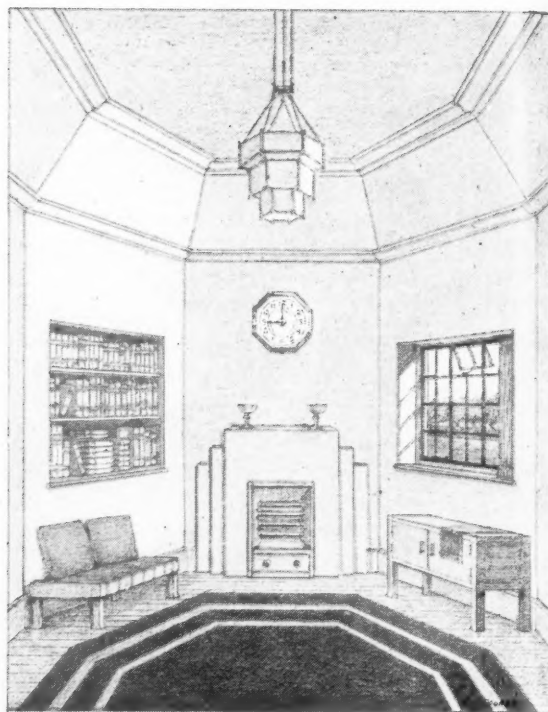
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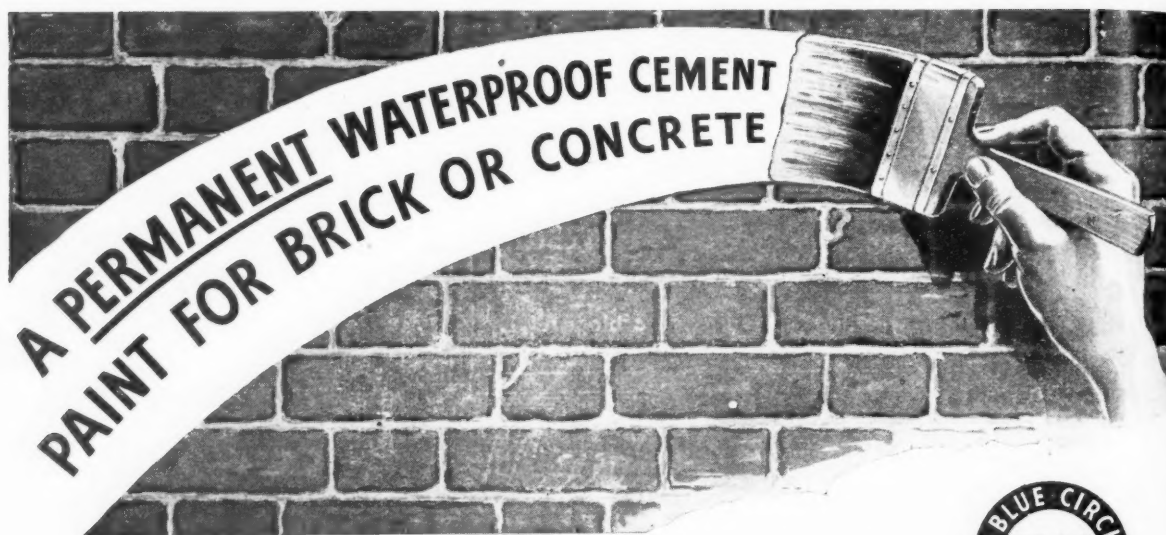
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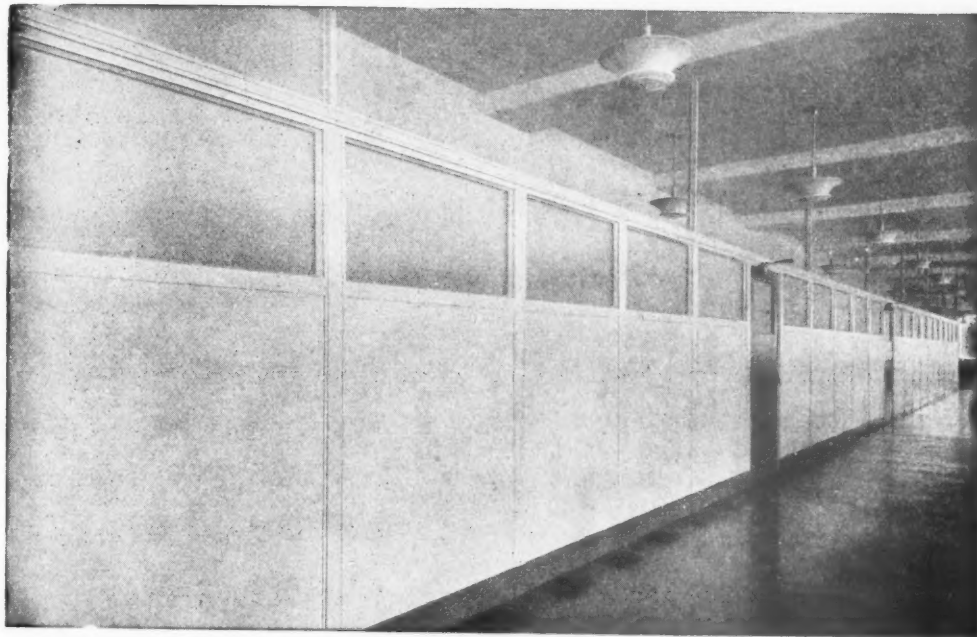
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